

# GRAIN DEALERS JOURNAL

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

## ALBANY, N. Y.

Barry Grain Co., grain commission.

## AMARILLO, TEX.

Early Grain & Elev. Co., whol. grain, hay, seed.  
Plains Grain Co., E. S. Blasdel, grain, field seeds.

## ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.

## ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

## AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.\*

## BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Commission Co., grain commission.  
Blackburn & Co., C. P., grain recvrs., exporters.\*  
Clark & Sons, Thos. S., grain receivers.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers and expts.\*  
Frame, Knight & Co., commission merchants.\*  
Gill & Fisher, receivers and shippers of grain.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herser & Son, Gustav, grain, seeds, hay.\*  
Jones & Co., H. C., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, commission merchants.\*  
Steen & Bro., E., hay and grain.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain feed shippers.

## BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.  
Hasenwinkle Grain Co., grain brokers.  
Slick & Co., L. E., buyers and shippers.

## BOSTON, MASS.

Chamber of Commerce Members.

Bensaquin, Matthew D., grain brokerage, com'n.\*  
McLean-Alpine Co., The, hay and grain.  
Ranlet Co., The D. W., grain and mill feed.

## BOURBON, IND.

Delp Grain Co., E. E., grain and mill feeds.

## BUFFALO, N. Y.

Corn Exchange Members.

Alder-Stofer Grain Co., grain commission.\*  
Buffalo Cereal Co., grain.\*  
Burns Grain Co., grain commission.  
Churchill Grain & Seed Co., buyers, shippers.\*  
Eastern Grain Co., grain commission.\*  
Electric Elevator & Mfg. Co., recvrs. and shippers.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly commission.  
Irwin, Dudley M., barley.  
Pratt & Co., grain, commission.\*  
Rattcliffe, S. M., consignments solicited.  
Spann Grain Co., O. G., gn. com., bar'y a spec'ty.  
Townsend-Ward Co., grain commission.\*

## BUSHNELL, ILL.

Cole, G. W., grain broker.

## CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers and shippers.\*  
Halliday Elevator Co., corn, oats.\*  
Halliday Mfg. Co., H. L., soft, red winter wheat.  
Hastings Co., Samuel, receivers and shippers.  
Magee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

## CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.  
Edwards, A. H., grain broker.  
Johnson & Co., C. E., grain brokers.

## CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., receivers and shippers.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commis'n merchants.\*  
Barrall & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Colvin & Co., Wm. H., grain brokers.  
Crighton & Lester, grain commission.\*  
Cummings Grain Co., R. F., grain merchants.  
Delany, Frank J., commission merchant.  
Dole & Co., J. H., grain and seeds.\*  
Fitch & Co., Walter, W. K. Mitchell, Mgr.\*  
Fraser Co., W. A., grain commission.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Holt & Co., Lowell, commission, grain and seeds.

## CHICAGO—Continued.

Hooper Grain Co., receivers, shippers.\*  
Lamson Bros. & Co., consignments solicited.\*  
McKenna & Rodgers, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*  
Nash-Wright Grain Co., grain, prov., seeds.  
Nye & Jenks Gr. Co., commission merchants.\*  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Quinn, Geo. B., grain commission.  
Rang & Co., Henry, grain commission.  
Re Qua Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.  
Rogers Grain Co., buyers and shippers.\*  
Rosenbaum Bros., receivers, shippers.\*  
Rosenbaum Grain Co., J., receivers and shippers.  
Rumsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffelin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., Clarence H., commission.  
Urdike Commission Co., grain commission.\*  
Wagner Co., E. W., receivers and shippers.\*  
Ware & Leland, grain seeds.  
Wilson & Co., B. S., grain commission.

## CINCINNATI, O.

Chamber of Commerce Members.

Allen & Munson, grain, hay, flour.\*  
Bender, A., grain, brokerage & com'n.  
Blumenthal, Max, grain, barley a specialty.\*  
Brown & Co., W. L., consignments.  
Cincinnati Grain Co., commission merchants.  
Collins & Co., grain commission.\*  
Ellis & Fleming, grain and hay.\*  
Emrick Co., C. S., grain and hay.  
Ferguson Grain Co., grain, hay and feed.\*  
Fitzgerald Bros. Co., strictly commission.\*  
Gale Bros. Co., grain, hay, feed.\*  
Gray, Ralph, receiver and shipper.  
Howard, H. W., grain and hay.  
Kramer, W. H., grain and hay.  
Maguire & Co., grain, hay commission.  
McQuillan & Co., grain, hay and feed.\*  
Perin Bros., millers and grain merchants.\*  
Richter Gr. Co., grain, hay, flour, feed.  
Schmidt & Walker Co., white corn goods.\*  
Stafford, J. R., grain and hay.  
Trent Mfg. Co., receivers and shippers.  
Union Gr. & Hay Co., grain buyers & commiss'n.\*  
Van Leunen & Co., Paul, consignments.\*  
Van Leunen Co., The, grain and hay.  
Weber & Gale, grain, hay and feed.  
Whitcomb & Root, grain, hay, millfeed.

## CLARKSBURG, W. VA.

Willis, W. W., broker, grain, hay, straw, millfeed.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. L., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elevator Co., receivers and shippers.  
Sheets Bros., Eltr. Co., The, grain, hay, straw.  
Shepard, Clark & Co., grain, hay and straw.  
Star Eltr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

Morton Grain & Hay Co., grain, hay and feed.

## CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DANVILLE, ILL.

McConnell, R. B., grain dealer.

## DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.\*  
Van Leunen & Co., Paul, consignments.

## DENVER, COLO.

Board of Trade Members.

Ady & Crowe Mercantile Co., grain, hay.\*  
Best & Co., J. D., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott, E. E., broker grain, cottonseed meal, bags.

## DES MOINES, IA.

Lockwood Grain Co., B. A., grain & millfeeds.\*  
Squires Grain Co., S. F., grain merchants.\*  
Taylor & Patton Co., buyers and shippers.\*

## DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*  
Simmons & Co., F. J., grain recvrs. & shippers.\*

## EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain buyers & shippers.

## EVANSVILLE, IND.

Small & Co., W. H., field seeds, grain and hay.

## FORT WAYNE, IND.

Egley-Doan Eltr. Co., grain, hay and seeds.

## FORT WORTH, TEX.

Grain and Cotton Exchange Members.  
Fort Worth Elevator Co., grain and storage.  
Kolp, E. R. & D. C., grain and seed dealers.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Terminal Grain Co., receivers, shippers.  
Werner Wilkens Grain Co., receivers & shippers.

## FRANKFORT, IND.

Frank & Co., Wm., grain brokers.\*

## GALVESTON, TEX.

Board of Trade Members.  
Fordtran, J. S., grain commission merchant.  
Jockusch, Davidson & Co., grain, hay exporters.  
Wisrodt Grain Co., wholesale grain eltr., facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## INDIANAPOLIS, IND.

Board of Trade Members.

Bassett Grain Co., grain merchants.\*  
Boyd, Bert A., Indianapolis commission man.\*  
Capitol Grain Co., grain commission.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Merchants Hay & Grain Co., hay and grain.  
Minor, B. B., grain consignments solicited.  
Mutual Grain Co., grain commission.\*  
Witt, Frank A., grain commission & brokerage.

## JACKSON, MICH.

Sheldon, Willis E., track buyer of grain.\*  
Stockbridge Elevator Co., grain, beans, hay.

## KANSAS CITY, MO.

Board of Trade Members.

Beach Grain Co., grain commission.\*  
Benton Grain Co., screenings and seeds.  
Christopher & Co., B. C., commiss'n & kafir corn.\*  
Clay Grain Co., F. B., grain commission.\*  
Croysdale Grain Co., grain commission.  
Hoebel Grain Co., grain commission.  
Davis & Co., A. C., grain commission.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Com. Co., E. D., grain commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
Gregg Grain Co., Mason, commission merchants.  
Hinds Grain Co., The, receivers, shippers.\*  
Houston Carpenter Gr. Co., cash & futures, grain.  
Logan Bros. Grain Co., grain commission.\*  
Moore-Seaver Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Nicholson Gr. Co., W. S., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Roehen-Cary Grain Co., grain, flour, millfeed.\*  
Russell Grain Co., hay our specialty.  
Shannon Gr. Co., consignments solicited.\*  
Smith-Mann Gr. Co., consignments & futures.\*  
Steele & Co., H. H., grain and seeds.\*  
Terminal Elevators, receivers, shippers.\*  
Thresher Fuller Grain Co., grain commission.\*  
Tomlin Grain Co., kafir corn and milo maize.\*  
Vanderslice-Lynds Co., grain commission.\*

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## KOKOMO, IND.

Farnsworth, F. H., grain broker.

## LA FAYETTE, IND.

Heinmiller, F. G., track buyer of grain.

## LIMA, OHIO.

Ward Grain Co., track buyers and brokers, grain.\*

## LITTLE ROCK, ARK.

Gordy Co., C. L., grain and millfeed brokers.

## LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., recvrs. & shprs. grain.\*  
Brandels & Son, A., recvrs. & shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Menefee & Co., R. H., grain and hay.  
Schuff & Co., A. C., grain and hay.  
Thomson & Co., W. A., corn, oats and rye.  
Verhoeff & Co., I., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.



# Directory of the Grain Trade

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## MEMPHIS, TENN.

### Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.  
Davis & Andrews Co., grain dealers.\*  
Horton & Co., J. B., grain & hay commission.  
Jones, Lee D., grain & hay commission.\*  
Scruggs-Robinson Co., brokers & com. merchants.  
U. S. Feed & Grain Co., grain, hay, millfeed.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., grain, hay and millfeed broker.

## MERCER, N.O.

Alley Grain Co., oats, corn, wheat seeds.\*

## MIDDLE POINT, OHIO.

Pollock, H. G., track buyer of grain, hay straw.

## MILWAUKEE, WIS.

### Chamber of Commerce Members.

Armstrong Co., W. J., hay merchants.  
Bartlett & Son Co., L., grain commission.  
Donahue-Stratton Co., grain dealers.\*  
Ellsworth, B. G., grain consignments.  
Franke Grain Co., grain and feed.\*  
Hadden Co., E. G., grain commission mchts.\*  
Johnstone & Templeton, grain commission.  
Kamm & Co., P. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Mereness & Potter Co., grain commission.\*  
Morris-Parry Grain Co., Grain Dealers.  
Owen & Co., O. C., grain commission merchants.  
Owen & Brother Co., grain commission.  
Rankin & Co., M. G., shippers, corn, oats, barley.  
Bialto Elev. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.  
Wissbeck-Grunwald Co., grain and feed.

## MINNEAPOLIS, MINN.

### Chamber of Commerce Members.

Benson-Newhouse-Stabeck Co., grain commission.\*  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Dalrymple, Wm., grain commission, receiver.\*  
Davies & Co., F. M., grain commission.\*  
Fraser-Smith Co., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
McDonald & Wyman, grain commission.\*  
Minnesota Grain Co., grain commission.\*  
Nicholls & Taylor, grain consignments.  
Poehler Company, H., grain commission.\*  
Quinn Shepherdson Co., grain commission.\*  
Riheloffe Co., J. H., grain com'n merchants.\*  
Stair, Christens & Timmerman, gr. commission.\*  
Stinson-Tenney Co., grain commission.  
Turle & Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.\*  
Wernli-Anderson Co., grain commission.  
Wyman & Co., C. C., grain commission.\*  
Zimmerman, Otto A., barley specialist.\*

## MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

## NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

## NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

## NEW ORLEANS, LA.

McInnis, broker, grain, hay, cottonseed products.

## NEW YORK CITY.

### Produce Exchange Members.

Cushing & Brandt, grain commission, buyers.\*  
Forbell & Co., L. W., grain commission.  
Keusch & Schwartz Co., oats, corn, wheat.  
Robinson, G. B., Jr., grain and millfeeds.

## NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.

## NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

## OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds, alfalfa meal.  
Kammerdiener, Frank, wholesale grain & feed.  
Kolp, E. R. & D. C., grain and seed dealers.  
Perkins Grain Co., W. L., grain and seed dealers.  
Oklahoma Export Co., grain, feed and hay.  
Semple Gr. & Feed Co., C. Y., grain & feed.

## OMAHA, NEB.

### Grain Exchange Members.

Beal-Vincent Grain Co., receivers, shippers.\*  
Cavers Elevator Co., receivers and shippers.\*  
Crowell Elevator Co., revrs., shippers.\*  
Huntley, E. E., broker.  
Imperial Mfg. Co., grain consignments.  
McCaull-Dinsmore Co., grain.  
Merriam Commission Co., consignments.  
Nebraska-Iowa Gr. Co., consignments a specialty.\*  
Omaha Elevator Co., receivers, shippers.\*  
Peterson & Gloe Gr. Co., receivers & shippers.  
Roberts Gr. Co., Geo. A., grain dealers.  
Saunders-Westrand Co., receivers and shippers.  
Taylor Grain Co., brokers.\*  
Thresher, E. R., grain broker.  
United Grain Co., grain commission.  
U. S. Commission Co., grain commission.  
Updike Grain Co., grain commission.  
Weekes Grain Co., receivers and shippers of grain.  
Welsh Grain Co., grain and hay commission.

## PEORIA, ILL.

### Board of Trade Members.

Arnold & Co., F. W., grain consignments solicited.  
Bowman & Co., Geo. L., grain commission.  
Buckley, Pursley & Co., grain and seeds.\*  
Devey & Sons, W. W., grain commission.\*  
Feltman, C. H., grain commission.  
Grier & Co., T. A., grain commission.  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

## PHILADELPHIA, PA.

### Commercial Exchange Members.

Baringer, M. F., grain and millfeed.\*  
Brazier, W. P., Mgr., Finley Barrell & Co.  
Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Edw. M., grain and feeds.  
Standard Hay & Grain Co., grain, hay & straw.  
Stites, A., Judson, grain and millfeed.

## PIQUA, OHIO.

Kress Co., The Harry W., trk. buyers, gr. & hay.\*

## PITTSBURG, PA.

### Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Hardman & Heck, grain, hay and millfeed.  
Heck & Co., W. F., grain, hay and millfeed.\*  
McCaffrey's Sons Co., Daniel, hay, grain, millfeed.  
McCague, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay, feed.  
Stewart, D. G., & Geldel, grain, hay and feed.  
Walton Co., Sam'l, grain and hay.

## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

## PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

## RICHMOND, VA.

Adams Gr. & Prov. Co., grain, feeds, seeds.  
Beveridge & Co., S. T., grain, hay, feeds, seeds.  
Fairbank & Co., S. G., grain, hay, seeds.  
Southern Brokerage Co., grain, hay, feeds & seeds.

## ROBINSON, KANS.

Geiger Grain Co., C. A., grain merchants.

## SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

## SAN ANTONIO, TEXAS.

Lupton Gr. Co., R., whol. grain & cottonseed pdts.

## SIOUX CITY, IOWA.

### Board of Trade Members.

Fields & Slaughter Co., grain, hay and feed.  
Iowa-Dakota Gr. Co., grain & com. merchants.

## SIOUX FALLS, SO. DAK.

German Grain Co., buyers and shippers.

## ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dlr. and broker.\*  
Musterman & Co., Wm., grain, hay, revrs., shprs.

## ST. LOUIS, MO.

### Merchants Exchange Members.

Connor Bros. & Co., grain.\*  
Eaton McClellan Com. Co., grain and hay.\*  
Elmore Schultz Gr. Co., revrs. & shprs. grain.  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.  
Green Commission Co., W. L., grain.\*  
Kennedy Grain Co., receivers, shippers.  
Langenberg Bros. & Co., grain commission.\*  
Morton & Co., grain, hay and seeds.  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Pendleton Grain Co., grain merchants.  
Plicker & Beardsley Com. Co., grain & grass seed.\*  
Powell & O'Rourke, receivers, shippers.\*  
Toberman, Mackey & Co., consignments solicited.

## TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

## TOLEDO, O.

### Produce Exchange Members.

Central Grain Co., The, buyers and shippers.  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
Southworth & Co., grain commission.\*  
Wickenhiser & Co., John, revrs. & shippers. of gr.  
Zahn & Co., J. P., grain, seeds.\*

## TOPEKA, KAN.

Cardwell, M. W., receiver & shipper.  
Hoyt-Blanchard Grain Co., wholesale grain.  
Jolley Grain Co., grain merchants.  
Norton Grain Co., milling wheat a specialty.

## TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

## WASHINGTON, D. C.

Craig, J. V., hay and grain broker.\*

## WICHITA, KANS.

### Board of Trade Members.

Baldwin-Barr Gr. Co., receivers & shippers.  
Independent Grain Co., grain commission.  
Keith Gr. Co., N. H., brokers & commission.  
Woodside-Smith Gr. Co., receivers & shippers.

## WINFIELD, KANS.

Daves & Daves Grain Co., grain, hay & millfeed.  
Hayes & Co., John, wholesale grain and hay.  
Head Grain Co., grain, millfeed, seeds.

\*Members Grain Dealers National Association.

## TOLEDO PRODUCE EXCHANGE MEMBERS

### JOHN WICKENHISER & CO.

Wholesale Grain Dealers  
TOLEDO, OHIO

We make track bids and quote delivered prices.  
Solicit consignments of Grain and Clover Seed.  
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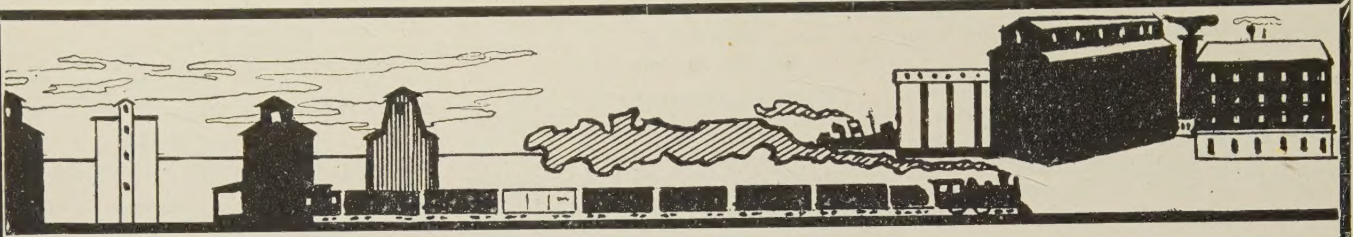
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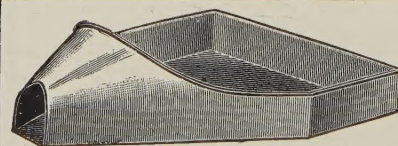
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Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14½ inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

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Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents

GRAIN DEALERS JOURNAL

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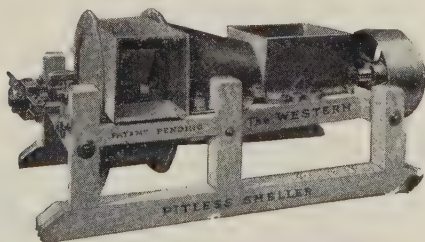
# Sam Erskine, manager of the West Lebanon Grain Co., wrote this advertise- ment—



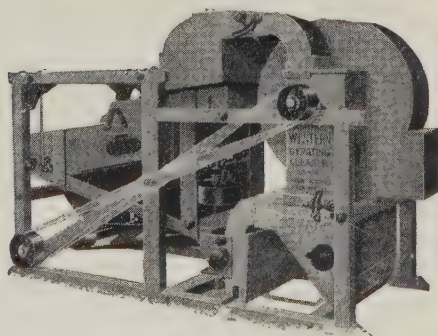
Could a more experienced ad-writer have expressed the superiority of the "Western" Gyrating Cleaner in a better way? No.

There is only one **real way** to grade your corn and oats and to receive the utmost returns at the smallest cost.

There is only one Gyrating Cleaner guaranteed to clean more grain better and at a smaller operation cost of any machine of equal size—and that is a "Western." Hence it is the best on the market, and our most effective argument, our most convincing proof is the user's own testimonial.



"Western" Pitless Sheller



"Western" Gyrating Cleaner

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SAM ERSKINE, Manager

*West Lebanon, Ind.,*

*March 11, 1913.*

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It's a "Western" Gyrator.

To grade your oats—

It's a "Western" Gyrator.

To get the "cush"—

It's a "Western" Gyrator.

To get a real gyrator—

It's a "Western,"—always.

The best on the market,  
we have one.

**West Lebanon Grain Co.**

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"Western" Pitless Shellers are the last word in corn shellers. They are the accepted solution of every corn shelling problem. These shellers handle more corn faster on less power than any other sheller on the market of equal capacity. Western Shellers WILL NOT CRACK THE CORN.

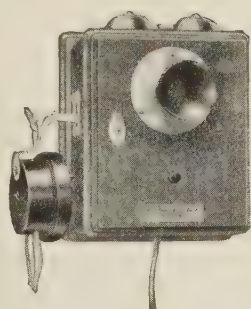
"Western" Gyrating Cleaners clean more grain better, cheaper, more perfect separation, less vibration, better control, greater durability, and the most convenient and least expensive machine to install.

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Equipment  
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You can stay at your desk  
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Inter-phoning---the ideal method  
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It does away with unnecessary loss of  
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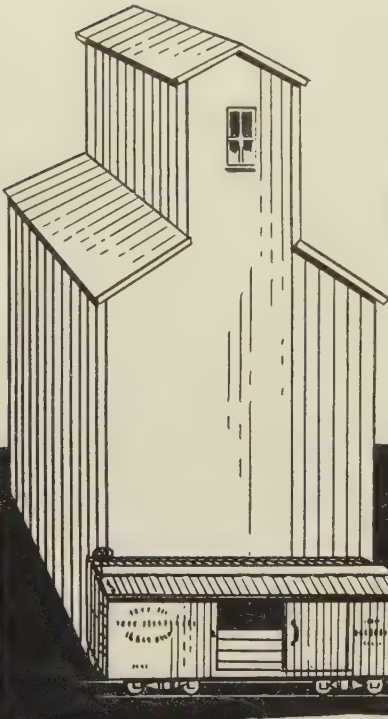
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**EQUIPMENT FOR EVERY ELECTRICAL NEED**





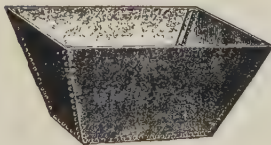
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**SHEAVE WHEELS**  
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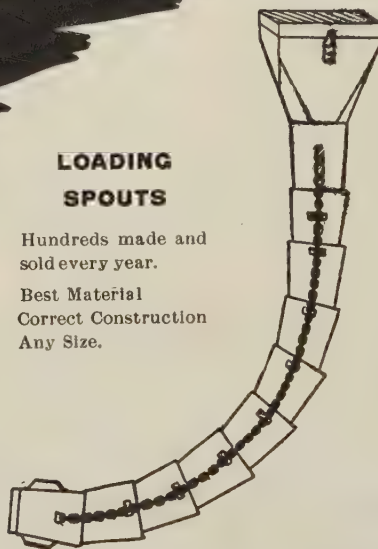
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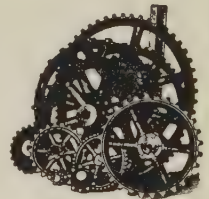
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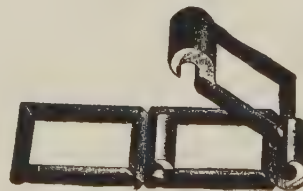
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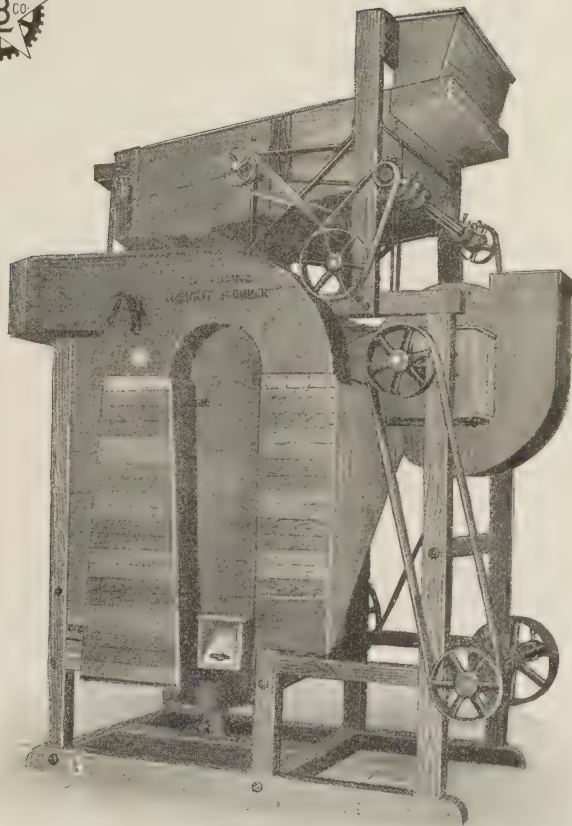
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Because of its slow speed the **MOLINE Upright Oat Clipper** is a favorite wherever used.

It also saves from 40% to 60% of the power required by horizontal machines. Figure out the difference this makes in your fuel bill.

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Because of its by-pass spout, it is not only a clipper but can be used as a receiving separator.

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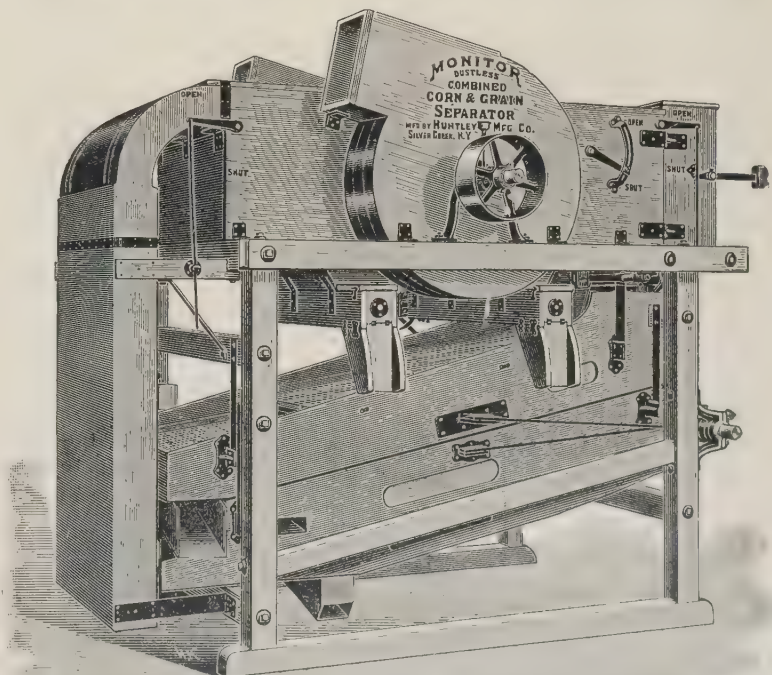
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Answering the purposes of two separate machines where corn, oats, wheat and small grains are handled, and as it is *always* ready for cleaning two kinds of grain *without a stop to change screens*, hundreds of grain dealers (users) endorse this "Monitor" Combined as the biggest value in grain cleaners today. Inasmuch as it simplifies cleaning work, delivers the work of *two* machines and requires the care, floor space, etc., of *only one separator* you cannot afford to overlook its advantages. Because it's a "Monitor" protected by several patents we can safely *guarantee you* results in *cleaning work* and economy unknown to any other separator.

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**SOLID WOVEN  
WATERPROOF  
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**BUILT  
ESPECIALLY FOR  
ELEVATOR WORK**

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Are you interested in a belt which will not only give maximum service handling grain, but will also cause no trouble from bucket bolts pulling out, plies separating, or edge abrasion?

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Especially Designed for Economy  
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STATEMENT OF THE OWNERSHIP,  
MANAGEMENT, CIRCULATION, ETC.,  
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Charles S. Clark.

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C. S. CLARK,  
Business Manager.

Sworn to and subscribed before me this  
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HENRY KAPLANSKY,  
Notary Public.

(My commission expires June 15, 1914.)

**YOU**

Can find no present more  
acceptable to the progressive  
grain dealer than a paid up  
subscription to the Grain Deal-  
ers Journal of Chicago.


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Occur to You**

that the best way to get what  
you want, and get it promptly,  
is to send your orders to peo-  
ple who have had experience  
in the business, and who carry  
a stock of goods always ready  
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**REAL builders of  
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QUALITY AND PRICE**

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**Reinforced Concrete Grain Elevator,  
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**Then,  
Start Now**  
to get your location  
**Start Right**

by getting it designed by a reliable Elevator Engineer

**Let the Contract**

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The owner of a Reliance elevator handles grain on a bigger margin, because his operating expenses are lower.

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

**Grain Dealers Journal**

La Salle Street,

CHICAGO, ILL.



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of any size or capacity. Write or see  
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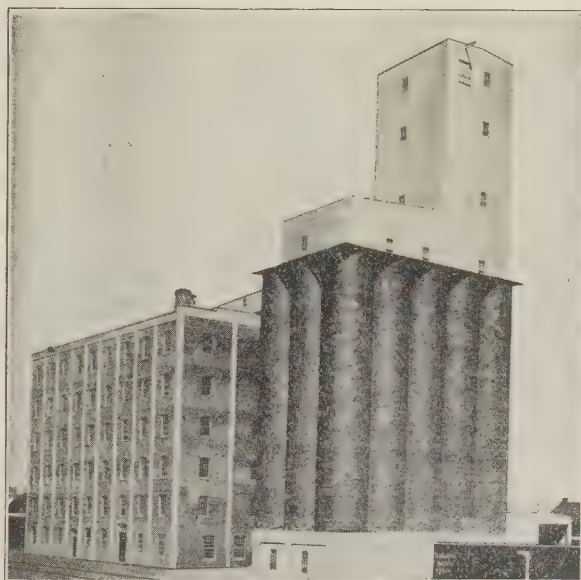
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Capacity 3,500,000 Bushels.

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**CRUSH** ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

**LIGHTEST RUNNING**  
 (Our circular tells why)  
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**FREE** Booklet on "Values of Feeds and Manures."

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Made of strong, durable steel.

With hooks or hinges.

New sections can be added if desired.

Order Now!

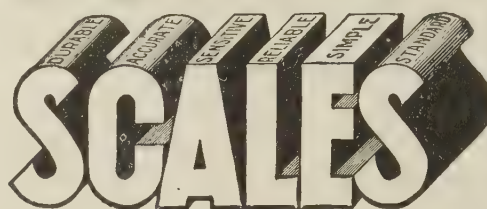
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Manufacturers of

Grain Spouting, Siding, Corner Irons, and Sheet Metal Work of All Kinds.

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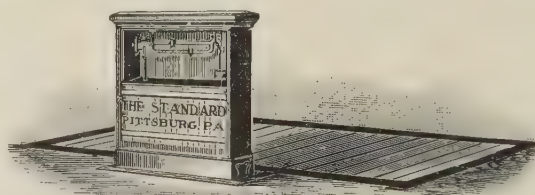
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**Good Scales Place the Value on What You Buy and Sell**

Preparing for the busy season we are promised, first carefully inspect your Scale equipment. One worn-out or inferior Scale may take a good slice off the profits or lose you some of your old good customers.

We manufacture only high grade and absolutely guaranteed SCALES from small Counter up through the general run of Portables, Dormant, Hopper, Wagon, Dump, to Railroad Track of the largest capacity and longest platform. Capacities from 1-16 oz. to 200 tons.



Let us figure with you

Write for Catalog A-120

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Headquarters and General Offices

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Branches at

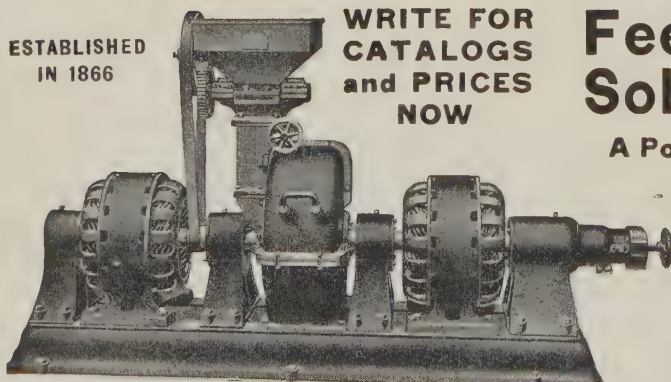
CHICAGO, 1345-47 Wabash Ave. INDIANAPOLIS, 807 Hume-Mansur Bldg. CLEVELAND, 1547 Columbus Road

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Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

## "Monarch" Ball Bearing

ESTABLISHED  
IN 1866



WRITE FOR  
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NOW

**Feed Grinders will always  
Solve All Your Troubles.**

A Positive Saving of 25% or More in Power.

**Don't Forget!**  
**ELECTRICALLY**

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

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WESTERN OFFICE: 9 South Clinton Street, CHICAGO

BRANCH OFFICES: } 613 McKay Building  
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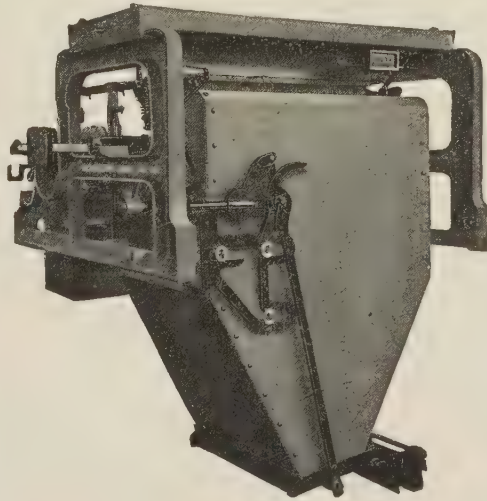
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GREAT FALLS, MONT.

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# 42 Automatic Scales

Are used by one line elevator company for weighing grain to cars



More than TWENTY grain shippers have 12 and over for the same purpose. The largest cereal company now has 80. The largest flour mill has 40. There are thousands who have one or more.

What scales are these? They're

## RICHARDSON STANDARD AUTOMATICS

If these companies need Richardson Scales — you do also. Don't put it off. You know you ought to

weigh all the grain you ship. Obey that impulse. Step right over to the telegraph office and wire us, at our expense, that you want to investigate.

## RICHARDSON SCALE COMPANY

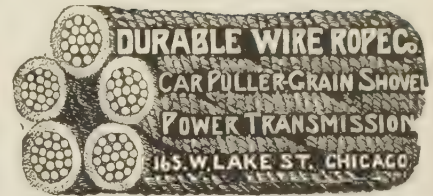
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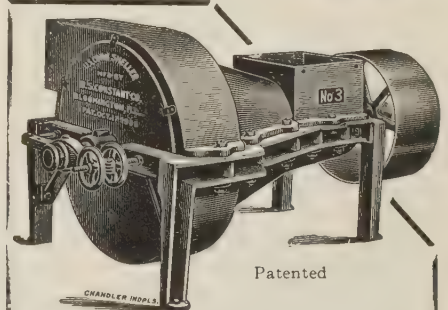
### Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



Patented

The man who says, "Take 'em away, I'm through with 'em," is the man we're after

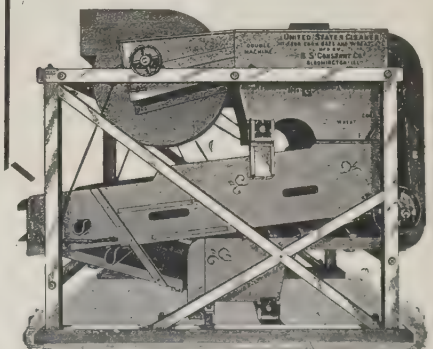
He has had his costly experience with corn shellers and grain cleaners, but he has yet to know or try the

U. S. Corn Sheller  
U. S. Grain Cleaner  
U. S. Friction Clutch

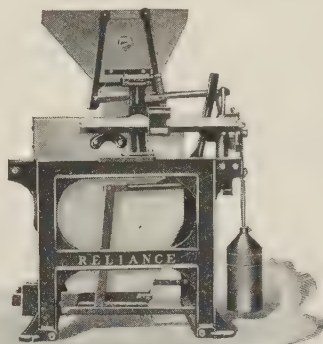
The practical design, the simple operation, the efficient handling of grain, the small amount of power consumed, and the durable construction assure every elevator a profitable, easy and satisfactory handling and cleaning of grain.

Send us the desired capacity. We send you the particulars.

B. S. Constant Co.  
BLOOMINGTON, ILLINOIS



Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.



If we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

Investigate.

Write for Catalogue.

## National Automatic Scale Co.

West Pullman, Illinois

Power Equipment Co.,  
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Orr Bros. Supply Co  
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Iowa, Agents

## Car Order Blanks

FORM 222 C. O.

So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

Grain Dealers  
Journal,

315 So. La Salle St.  
CHICAGO, ILL.



**Double  
Safety  
Man-Lift**

All steel  
Same Price  
Weights Less  
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

**BURRELL MFG. CO.**  
BRADLEY, ILL.

**NEW ERA MANLIFT**

Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS  
POWER ELEVATORS  
DUMBWAITERS  
INVALID HOISTS  
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Write for prices when needing anything in our line

**Sidney Elevator Mfg. Co., Sidney, Ohio**  
Mention this paper.

**SUCCESS  
SAFETY MAN LIFT**

ATTENTION,  
ELEVATOR CONTRACTORS!

Write us for our Special  
Proposition for 1911

DO IT NOW

**HASTINGS**

Foundry & Iron Works  
HASTINGS NEBR.

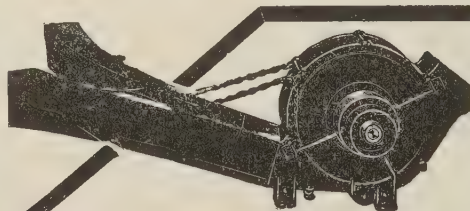
**Ball Bearing Safety Man Lift**

C. I. Boots  
Distributing Spouts  
Flexible Spouts  
Dump Irons  
Friction Clutches  
Pulleys  
Bearings  
Sprocket Wheels  
Sprocket Chain

**Complete Elevator  
Equipment**

Order Now, Prices will be  
Higher Later

**Murphy Manufacturing Co.**  
KANSAS CITY MISSOURI

**A Grain Man's Argument:**

"We are still using the car loader bought of you in 1903, and will say that it has been in constant use, and works just as well as it ever did."

GARDNER & LEWIS,  
Cottage Grove, Ind.

"Works just as well as it  
ever did" after ten years  
constant use.

A most forceful argument in favor of the

**Boss Car Loader**

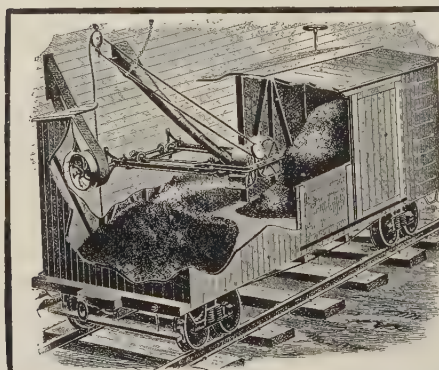
The compactness, durability, practical design, and satisfaction in operation and installation, assures this loader lasting longer than any other. Let us send our "Boss" on approval.

**MAROA MFG. CO.**

Dept. 3 - - MAROA, ILL.

**This space  
is yours**

If you are the first to apply for it

**No. 4 CHAMPION  
LOADER**

IT  
**LOADS  
GROUND  
FEED**

In fact it will load any kind of grain,  
seeds or meal.

When you are buying, buy the best.

SEND FOR PARTICULARS.

**E. BAUDER, - Sterling, Ill.**

**This  
Man Knows**

Why you should install a

**PNEUMATIC  
CAR LOADER**

Sylvan Grove, Kan., Aug. 2, 1912.  
Mattoon Grain Conveyor Co.

Gentlemen:—The machine does the work in first class condition. It is all that we could ask for. It loads the large cars to their full capacity, without a bit of shoveling. We are very well pleased with the work this machine does. If at any time you wish to use our name we would be pleased to give anyone a recommendation on this machine. Enclosed find bank draft for the machine.

Yours truly,  
Farmers Elevator Co.  
S. Frey, Mgr.

Write for further reasons

**MATTOON  
GRAIN CONVEYOR CO.**

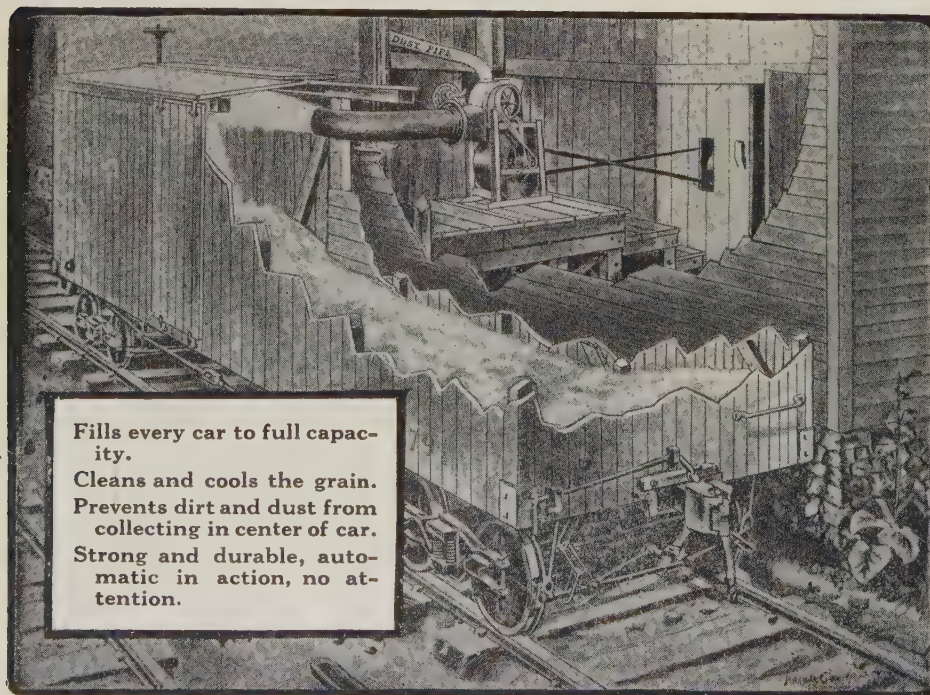
MATTOON, ILL.

Fills every car to full capacity.

Cleans and cools the grain.

Prevents dirt and dust from collecting in center of car.

Strong and durable, automatic in action, no attention.





## Milwaukee Bags

Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We make all sizes of Jute Grain Bag—write for prices. Why not "Hindoo" Jute Twine for tying?

Milwaukee Bag Co., Milwaukee, Wis.

### The Quickest Way to Go "Up-Stairs"

As the quickest way to travel from one floor to another no appliance can take the place of the

## WOLF EMPLOYES ELEVATOR

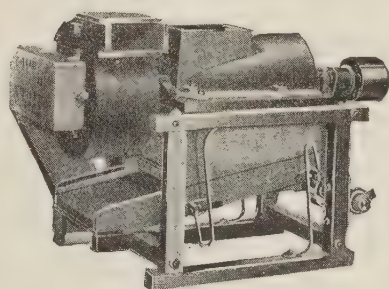
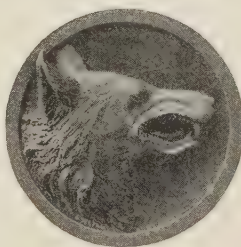
The operation of this "man-lift" is perfect.

It runs smoothly without noise or the least sign of a jerky motion. A wonderful saver of time and unnecessary exertion.

Does not require much room and may be installed at little cost. We will be pleased to explain in full detail its construction and operation.

Write for full particulars.

**THE WOLF COMPANY, Chambersburg, Pa.**



### One Big Thing

about "N & M. Co." Elevator equipment is its absolutely reliable service. You can depend upon it at all times. Write us about any new equipment you need. Our suggestions or advice can probably put you on the road to much greater efficiency.

## NORDYKE & MARMON CO.

Est. 1851

America's Leading Mill Builders

INDIANAPOLIS, IND.

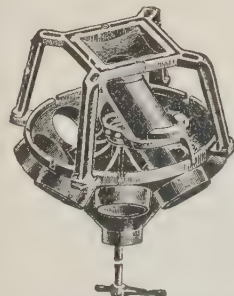
SIXTY YEARS OF SUCCESSFUL MANUFACTURING

### SEVEN by SIX inch "OMAHA" BUCKETS

in the

### HALL SPECIAL Elevator Leg

are guaranteed by us to elevate 1500 bushels of grain every consecutive hour, under test, in your elevator. They will do it with out choking, stopping, or spilling grain; either in the elevation or in distribution; and do it without attention.



### The HALL SIGNALING DISTRIBUTOR

is very simple; two moving parts only (the latch lifts and swings the spout); nothing ever gets out of order. It's an investment, not expense, and lasts indefinitely. It is accurate, saves mixing or spilling, and permits utilizing all bin space constantly. It is purchased like stock or bonds for the earnings, not the price.

**HALL DISTRIBUTOR CO., 222 Ramge Bldg., OMAHA, NEBR.**

### THE 6-COLUMN ENTRY BOOK

is designed for original entry work, but it is adaptable to many different uses. It has one wide column and 6 narrow columns on each of its 150, 9x12 inch pages. The column headings are blank and can be filled in by user to suit his requirements. The book is made from canary colored writing paper, clearly ruled in three colors, and bound in marble board covers with Russia leather back and corners. Order Form No. 726. Price \$1.00

GRAIN DEALERS JOURNAL,

La Salle Street, - CHICAGO, ILL.

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Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

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Chicago Office, 617 Railway Exchange.

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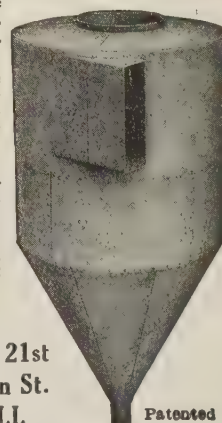
#### IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

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CHICAGO, ILL



Patented

### An Evolution In Dust Collecting Economy

The "OLD CYCLONE" served its purpose as an important factor in Dust Collector Evolution



The Problem was to Eliminate the Loss of Half the Power, or Volume of Air Current.

### The New "1905" Cyclone Dust Collector Saves That Loss

**The Knickerbocker Co.**  
JACKSON, MICH.

Investigate—Write for Catalog.



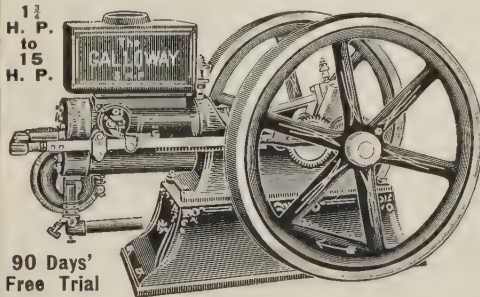
## I Want Every Elevator Man in the Country to Try My Engine for 90 Days at My Expense



I want every elevator operator to take my New 1913 Model Gasoline Engine, and use it for one month, two months or three months—free. Install it in your elevator, give it any test you care to for 90 days. Put it through the tests, leave it and go about your business, compare it with others you know of and have tried. Then you know how a Galloway compares with other engines in power efficiency, durability and satisfactory and inexpensive operation. Experience will teach you when business is heavy, loads are coming in continuously, and you cannot devote too much attention to the running of your engine and machinery, then you will see the perfect pace the Galloway sets for smooth running of your other equipment. If after 90 days you think there is a better engine on the market at less than two, or three times the cost of a Galloway, send it back—I'll pay the freight both ways.

### I'll put \$50 to \$300 in your pocket

I mean it—I'll save you that amount on the first cost alone, and guarantee it. I send the Galloway direct from factory to you. No jobbers, wholesalers, retailers, salesmen or middlemen profits to pay. You put their profits in your own pocket.



1 1/2  
H. P.  
to  
15  
H. P.  
  
90 Days'  
Free Trial

Wm. Galloway, Pres.

**WM. GALLOWAY CO.**

1785 Galloway Station, WATERLOO, IOWA

### Special Service Bureau—Free

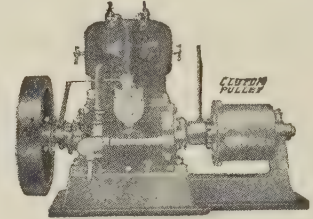
A force of Engine Experts at your command without charge. They tell you just the engine to select for your power needs, how to test and judge an engine, and how to fit up your power plant. This service is free, whether you buy a Galloway or not.

Before buying an engine for that new or old elevator this Spring, write for my

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Our advice, experience, knowledge and offer doesn't cost you anything, but not using it will. Write right now.

## Double Cylinders Double Power Double Service



8 H. P. Compact and Durable  
2 cylinder

6 to 20 H. P., 2-cylinder Cushmans give the steady power, the efficient power and the lasting power for elevator service—because of their throttled governed design with perfect balance and all parts enclosed running in oil. Dust proof and runs continuous without trouble.

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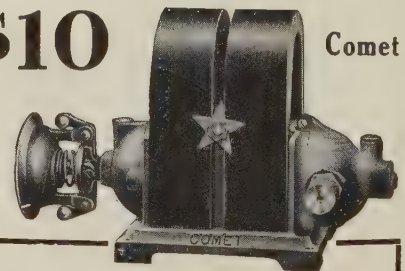
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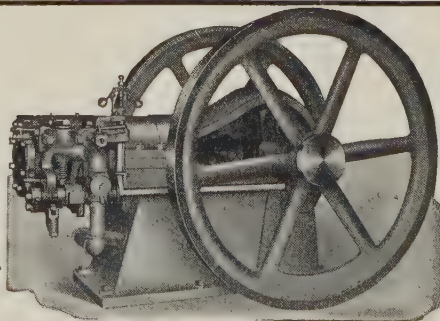
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### Gas and Gasoline Engines

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Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

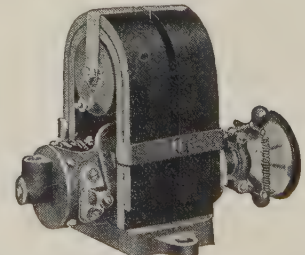
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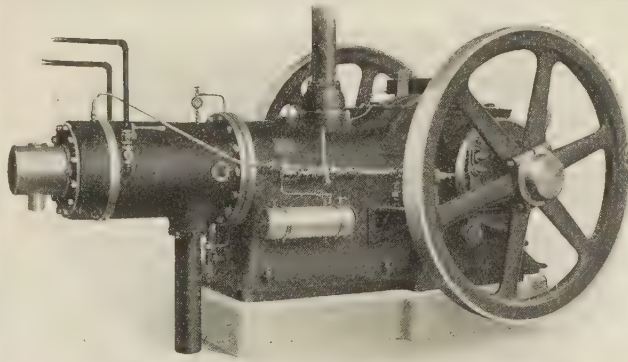
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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

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**GRAIN DEALERS JOURNAL**

315 South La Salle St. CHICAGO, ILL.

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Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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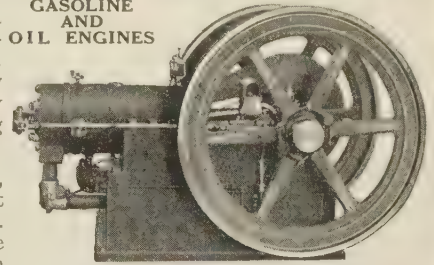
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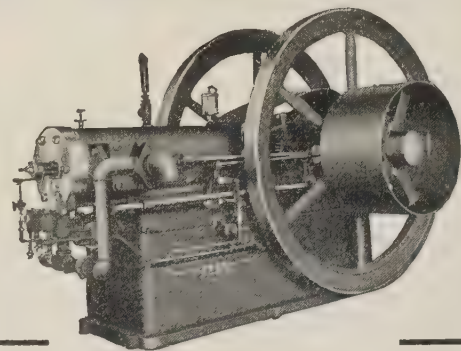
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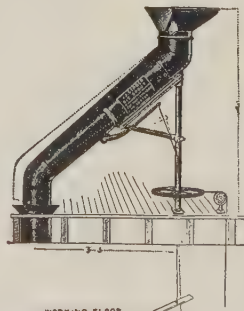
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handle more grain faster and at a lower construction and operation cost. Not for the first month, or first year, but always. Any type, size, capacity, price of elevator construction executed with the hope that your elevator will be as satisfactory to you as the many others have been which prompted your trial.

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**POST YOUR PRICES**

TODAYS PRICES	
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An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

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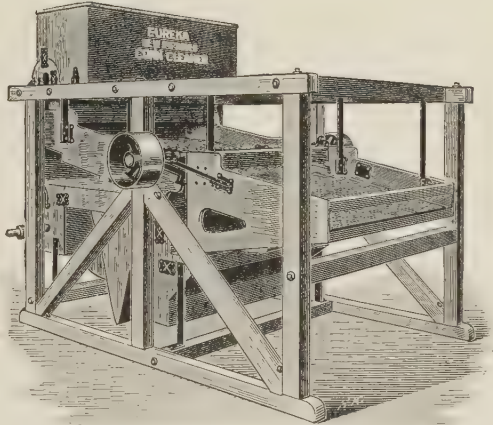
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**HEAVY DUTY CONSTRUCTION**

This separator, with less power, will prepare corn for shipment better and cheaper than any other machine. It gives no trouble to the operator, because the sieves are self-cleaning and the bearings self-oiling.

We believe it is far more important for a prospective buyer to know what a machine can do and how well it can do it, than it is to know how each part of the machine is made and what it is made of. For it is very evident that the better the work done by the machine and the larger its output, the more superior the construction of the machine is made manifest.

We are always ready and willing to demonstrate in a practical way the *money-earning capacity* of the "Eureka."

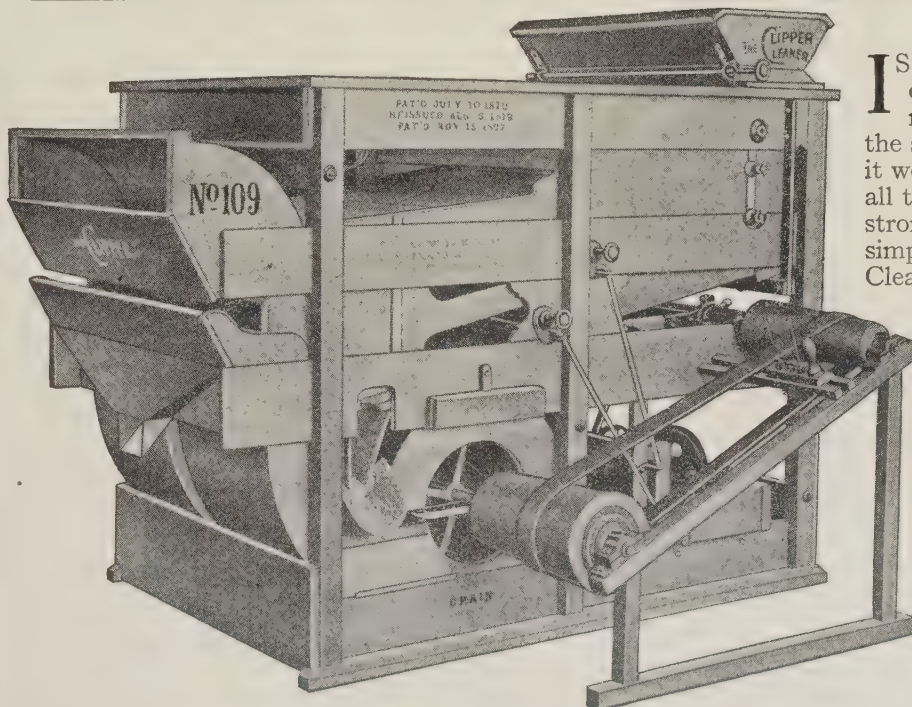
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# The No. 109 Clipper Cleaner



**I**S UNEQUALED for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens which enables you to keep it working to its full screen capacity all the time. It is very light-running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horse-power on clover or any kind of seed, nor over one horse-power on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

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## ELEVATORS FOR SALE.

**NORTHWESTERN OHIO.** For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

**FRANKLIN, ILL.**—Elevator for sale, \$4,000; easy terms; 25,000 bus. capacity; new elevator on E. J. & E. Can handle 200,000 bus., also coal. Address C. J. Meyer, Ogemaw, Ark.

**A MONEY-MAKING OHIO ELEVATOR** for sale. Big dividends; a good living on a small investment. Will trade. Address, Money-maker, Box 2, Grain Dealers Journal, Chicago.

**OHIO ELEVATOR** for sale or trade. Rents for \$2,000 per year payable in advance. Price \$12,000. Would trade on good Ohio farm or income property. Address Rich, Box 7, Grain Dealers Journal, Chicago, Ill.

**\$4,000 OKLAHOMA ELEVATOR**—Part cash; easy terms; good grain section; fine prospects for wheat and oats; up-to-date plant; little competition. Owner retiring. Address, \$4,000, Box 7, Grain Dealers Journal, Chicago, Ill.

**SOUTHERN MICHIGAN**—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

**CENTRAL ILLINOIS UP-TO-DATE** elevator for sale. Business 225,000 to 250,000 bus. per year. Competition and margins O. K. Price right. Will take part in Ill. or Ind. land, but must be good. Address, Central, Box 7, Grain Dealers Journal, Chicago, Ill.

**TWO GOOD ILLINOIS ELEVATORS** for sale. One is new; in same town of Parnell, Ill., on main line of I. C. R. R. Good grain point and coal business. Capacity 50,000 bus. No competition. Six-cent rate to Chicago and St. Louis. Easy payments. E. P. Armstrong, Bloomington, Ill.

**OKLAHOMA ELEVATOR FOR SALE**—Cribbed structure, 25,000 capacity, modern equipment, located in Corn Belt, where crops never fail. Feed, coal and flour business in connection. Price \$7,000, \$1,000 cash, balance to suit purchaser. Do not write unless you mean business. Address, Oklahoma, Box 2, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS ELEVATOR** in best grain country, 10,000 bu. capacity; coal and implement business in connection if desired. Dwelling house to go with this. A bargain for the man wishing an elevator accessible to the Chicago and Peoria markets. One of the best territories in the State. Address, Illinois, Box 5, Grain Dealers Journal, Chicago, Ill.

**NEBRASKA ELEVATOR DOING \$80,000** business per year, wholesale and retail grain, alfalfa, hay, feed and potatoes. Elevator capacity, 6,000 bus.; 24x36 flour house and 20x60 hay barn. Equipment: 15 h.p. Fairbanks engine, Wilford Roller Grinder. Town of 2,500 on B. & M. Ry., and U. P. will be in this summer. Great potato and alfalfa hay country. Plenty of business. Must change climate. Address, Scotts, Box 7, Grain Dealers Journal, Chicago.

## ELEVATORS FOR SALE.

**COLORADO, FOR SALE**—Active wholesale and retail grain business. Delightful location. Requires about \$25,000. Address, Retail, Box 5, Grain Dealers Journal, Chicago, Ill.

**OKLAHOMA GRAIN, HAY AND COAL** business for sale for \$6,000.00. Modern elevator, steam power. Good business, splendid territory. Address P. H. J., Box 4, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE:**—A nice line to select from all the time. Let me know how much you wish to pay, and I think I can suit you. James M. Maguire, Campus, Ill.

**FOR SALE IN NORTHERN IOWA**—A good cribbed elevator in good repair, a good station. Ill health reason for selling. Address, Myers, 306, Flour Exchange, Minneapolis, Minn.

**SAWYER, KANSAS:**—12,000 bu. elevator and coal sheds situated on own grounds, good location on Englewood Branch of A. T. & S. F. Ry. Address, Farmers Elevator Co., Sawyer, Kans.

**GOOD N. E. WIS. ELEVATOR** for sale, with feed mill and hay shed in village of 1,500 on C. & N. W. Ry. Capacity 12,000 bus. Good retail trade. Price reasonable. For further information address Peter Ankerson, R. No. 2, Suring, Wis.

**CENTRAL INDIANA**—Two good elevators, on same road, adjoining towns. Fine town for manager. 250,000 bu. receipts, 2,500 tons coal. Fine flour trade. Price is right. Best reasons for selling. Better get in quick. Address, Opportunity, Box 6, Grain Dealers Journal, Chicago.

**FOR SALE**—Central Ohio elevator and coal yard, capacity 25,000 bus. small grain, 6,000 bus. ear corn and 300 tons of coal. Handles 100,000 bus. grain. Large retail business. Price \$8,500 cash. Good reason for selling. Address, Quick Sale, Box 12, Grain Dealers Journal, Chicago.

**SO. DAKOTA** elevator for sale; 25M bu. cribbed; 30x50 warehouse attached; coal in connection. Excellent farming district; good competition. Handled over 100,000 bus. and a lot more grain to come. Address For Sale, Box 7, Grain Dealers Journal, Chicago, Ill.

**EASTERN INDIANA ELEVATOR** for sale, trade or lease. On the C. & O. Ry., in good grain section. Coal and tile business in connection; 10,000-bu. capacity; galvanized iron siding; built 10 years. A bargain to the first bidder. Address, Mark, Box 7, Grain Dealers Journal, Chicago.

**TERMINAL ELEVATOR AT COUNCIL Bluffs, Ia.,** for sale, 80,000 bushels capacity, will handle 30 cars per day, electric power, two 35 and one 40 H. P. motors. One cleaner, two track scales, up-to-date equipment and in A No. 1 condition. Sheet metal covered. Address Stidnam Grain Co., Brandeis Bldg., Omaha, Nebr.

**FAMOUS RED RIVER VALLEY, N. D.**—Three elevators situated in this fertile valley, capacities ranging from 20,000 to 30,000 bus. each. Handle from 125 to 175,000 bus. each per year. Coal business in connection, good farming district, no competition. Excellent proposition, prices right, will sell together or separately. Address Box 157, Crystal, No. Dak.

## ELEVATORS FOR SALE.

**ONLY ELEVATORS** at two good Kansas wheat stations. Write J. Jacobson, Formoso, Kans.

**NORTHERN INDIANA**—For sale, 8,000 bu. elevator, large flour, cement and coal business in good town of 1,000. Price \$6,000.00 if taken soon. Address Revluc, Box 4, Grain Dealers Journal, Chicago.

**CENTRAL IOWA**—For sale, 35,000 bu. elevator, doing 250,000 bus. business per year; coal business 1,500 tons per year. Good competition. Must sell quick. Address, Parker, Box 6, Grain Dealers Journal, Chicago, Ill.

**CENTRAL ILLINOIS ELEVATOR**—Ten miles to Springfield. Only elevator in village on C. & A., and interurban from which to draw power. Good two hundred thousand station; \$3,300 if sold by April 25th; \$4,000 after that date. Well worth investigating. Address H. E. Ensley, Springfield, Ill.

**FOR SALE:**—Two country elevators located in Southwestern Minnesota, one in Northwestern Iowa. All situated on the C. R. I. & P. Railway, all in first-class operating condition. For full description, terms, etc., address D. R. Lane, Trustee, Davenport, Iowa.

**NORTH DAKOTA ELEVATOR** for sale, located on Soo Line in central No. Dakota. New plant throughout, good country to draw from. Coal in connection. Other business compels me to sell. Further particulars. Address, Elevator, Box 5, Grain Dealers Journal, Chicago.

**15,000 BU. CENTRAL KANSAS** elevator for sale, modern crib elevator, with gasoline engine, sheller, cleaner and scales. Station ships 300,000 bus. annually. One competitor. Crops equally divided between wheat and corn. Crop failures unknown. Best competition. This elevator is in better location of the two. Feed business in connection. It will pay you to investigate. Address, Cribbed, Box 1, Grain Dealers Journal, Chicago.

**OKLAHOMA CITY, OKLA.**—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaners and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer. This elevator is on private property with trackage on both sides, and has free switching to four trunk lines. This affords a splendid opportunity for a live grain firm to acquire and operate an elevator in a live and rapidly growing city, the gateway to the South. Would take good land in part payment. If interested, write to J. C. Pearson, Marshall, Okla.

**MINNESOTA ELEVATOR AND SEED HOUSE** for sale in good timothy seed and oats, corn, flax and barley country. About 450,000 bus. handled there this season. Three elevators in town. County seat, Southern Minnesota. Modern elevator, cribbed bins, down spout dump scales inside and extra wagon scales outside, Monitor Dustless Cleaner, fifteen bins in house and addition attached by spout. Coal bins. Two-room office. Seed house about 30,000 bus. capacity. Clipper Cleaner, cribbed bins; both houses have brick engine houses.

Reason for selling, owner going into banking business. Will take half cash and balance three or four years time. Address, A NO. 1 OPPORTUNITY, Box 7, Grain Dealers Journal, Chicago.



## ELEVATORS FOR SALE.

**FOR SALE—NORTHERN INDIANA**, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

**20,000 BU. COLORADO ELEVATOR** for sale. First-class, new. Address, O. K. E., Box 5, Grain Dealers Journal, Chicago.

**CENTRAL ILLINOIS ELEVATOR** to exchange for land. Up-to-date, located in fine business and resident town. Yearly net profit of \$6,000. What have you? Prefer Indiana or Illinois farm. Address Trade, Box 6, Grain Dealers Journal, Chicago.

**NORTH DAKOTA ELEVATOR** and residence, handling 125,000 bus. per year, for sale or exchange for farm near town or for another elevator; must be near school and Catholic Church. Address, Church, Box 6, Grain Dealers Journal, Chicago.

**CENTRAL NORTH DAKOTA ELEVATOR**, 45,000 bus. capacity, building almost new, big territory, town handles half million bushels annually; easy terms or will trade for land. Address, Half Million, Box 5, Grain Dealers Journal, Chicago, Ill.

## GOOD ILLINOIS ELEVATOR AND GRAIN BUSINESS FOR SALE.

Owing to ill health, it is necessary for me to retire from the grain business, and I offer my elevator in the city of Edwardsville, Ill., for sale or rent. Elevator situated on the Wabash and Illinois Terminal R. R., twenty-two miles from St. Louis. Equipment consists of an excellent 20 H. P. electric motor, Western sheller and cleaner, two mills, one for grinding meal and the other for cracked corn. Have been in business here for past 28 years, and have good retail and wholesale trade.

My foreman has been with me continuously for the past 13 years, and for honesty, industry and capability has no superior. His services can be obtained. Come and see me, and be convinced. It will be to your interest to locate here. Address, E. J. Jeffress, Edwardsville, Ill.

## BUSINESS OPPORTUNITIES.

**BEST PROPOSITION IN TEXAS.**—Warehouse in center of Dallas. Chop mill. Elevator machinery and machinery for making chicken feed; fine grain business; can be made 100 cars a month, car lots and local. Fine lease. If you want an established business come and see me. Other business requires my attention. A. S. Lewis, Dallas, Texas.

**NEW YORK SEED, FEED** and implement store for sale. Well established, doing \$40,000 yearly business in best farming section in Central New York, in city of 10,000. A desirable place for handling fruit, hay and grain. Can give immediate possession. Good reason for selling. Price right. Write for further particulars and price. Address, New York, Box 6, Grain Dealers Journal, Chicago.

## VALUABLE PATENT FOR SALE.

A new improvement in grain distributing spout, requires less than one minute to remove any obstacles, grain buckets, or other foreign matters that may lodge in said spout and stop the passage of the grain. Not having the facilities to manufacture and place on the market, will sell outright. Correspondence solicited. A. W. Erickson, Hawick, Minn.

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**REMINGTON VISIBLE TYPEWRITER**, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

## FERRETS.

**FERRETS FOR SALE**—Ever ready rat exterminators. Write for catalog, it is free. Address Keefer Bros., Greenwich, O.

## ELEVATORS WANTED.

**A GOOD OKLAHOMA FARM** to trade for elevator on cash basis. Address, Box 192, Frederick, Okla.

**320 ACRES NORTH DAKOTA** land, 1 mile from market; encumbrance \$800. Will trade for elevator. Address, McIntyre & Hage, Milroy, No. Dak.

**WANTED—INFORMATION** regarding good elevator or mill for sale. Send description and price. Northwestern Business Agency, Minneapolis, Minn.

**110 ACRES MISSOURI**, good productive farm land, good improvements, to exchange for Illinois elevator. Address, Farm, Box 6, Grain Dealers Journal, Chicago.

**GOOD QUARTER SECTION** of South Dakota land to trade for good elevator in either North or South Dakota. Address, Clark County Bank, Naples, So. Dak.

**WANTED TO BUY**—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

**WANTED TO BUY OR LEASE**—Two good elevators in Northwestern Indiana. Give full particulars in first letter. Address, Ft. Wayne, Box 7, Grain Dealers Journal, Chicago, Ill.

**19 ACRES WELL IMPROVED**—Enclosed land to trade for well-equipped elevator in Eastern Nebr. or Eastern Kans. Address, Crete, Box 7, Grain Dealers Journal, Chicago, Ill.

**FARM, 195 ACRES**—Mile and three-quarters of large Ohio town. Two sets of improvements especially adapted as a dairy farm. Will exchange for elevators in good town. Address, Dairy, Box 7, Grain Dealers Journal, Chicago.

**ON PENN. R. R. IN OHIO OR INDIANA**—Elevator wanted handling from 150 to 200 cars of mostly corn and oats. No side lines except coal. Price must be right and good competition. Address Penn, Box 3, Grain Dealers Journal, Chicago.

**GOOD NEW INCOME PROPERTIES** in Ohio town of 40,000; all well located, to exchange for elevators handling at least 100,000 bus. in good town. Give description and price in first letter. Address, Income, Box 7, Grain Dealers Journal, Chicago, Ill.

**\$5,000 STOCK HARDWARE**, furniture and fixtures in Iowa to trade for elevator doing good business. Address, Hardware, Box 7, Grain Dealers Journal, Chicago.

**WE WANT YOUR ELEVATOR** advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

## MILLS FOR SALE.

**A \$11,000 FLOUR MILL** at less than \$6,000 on terms. H. E. Poseley, Stewart, Minn.

**MILL FOR SALE OR RENT.**—100-bbl. mill and 40,000-bu. elevator in A No. 1 order; nearly new. One of the best on the Eastern shore of Maryland. For particulars address D. S. Brockway, Greensboro, Md.

**WANTED TO SELL.**—Half-interest in a milling business in the West. Entire output at full capacity of over 20,000 bbls. disposed of locally. Big grain and feed business in connection. Address Weiser, Box 7, Grain Dealers Journal, Chicago, Ill.

**KANSAS CITY, FOR SALE.**—Large feed mill and mixing plant at Kansas City, Mo., with ample storage and handling capacity, equipped with electric power at low rates; ample trackage, with railroad track scales under cover; railroad contract for transfer and elevation. Everything practically as good as new. Best opportunity of the kind in the West. Call or write. Charles P. Gotwals, 213 Barnes Bldg., Muskogee, Okla.

## HELP WANTED.

**A FOREMAN WANTED**—in 500,000-bu grain elevator; steady position. References required. Address, St. Louis, Box 7, Grain Dealers Journal, Chicago.

**WANTED—MANAGER** for a new Lumber and Grain Company just organized at Ladora, Iowa. Wide awake young married man with experience in lumber and grain who will invest \$1,000 in company. Write naming experience, age, reference, and salary expected in first letter, and address O. B. Slaymaker, President, Marenco, Iowa.

## SITUATIONS WANTED.

**WANTED.**—Position manager country elevator by experienced brokerage and commission man, 24 years old, married, and best references. Address, Mahom., Box 7, Grain Dealers Journal, Chicago.

**WANTED—A POSITION** as grain buyer at country station. Eleven years' experience in handling all kinds of grain and seeds. Can operate a steam or gasoline plant. Address W. H., Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED, A JOB** as elevator manager and bookkeeper. Eight years experience in the grain and implement business. Good mechanic and expert gas engine man. Good references. L. Smiddy, Lacrosse, Ill.

**POSITION WANTED** as manager of elevator or string of elevators. Have had 21 years experience in grain business and general merchandising. Best of references. Address W. E. Shell, Longview, Ill.

**WANTED, POSITION AS MANAGER** of country elevator or line of elevators. At present employed; best of references from present employers, also banks. Nine years experience. Address, T. S., Box 6, Grain Dealers Journal, Chicago.

**POSITION WANTED.**—A young married man now employed desires to make a change. Has eight years experience in the grain and milling business. Have a fair knowledge of bookkeeping and operate typewriter well. Own his machine. Can furnish strictly first-class references, and will go anywhere there is an opportunity for advancement, as I am anxious to work to the top. If you are interested, write C. H. C., 1810 So. 7th St., Waco, Texas.

## PROPOSALS.

**PROPOSALS FOR WOOD, FORAGE, ETC.**—Chief Quartermaster's Office, Federal Building, Chicago, Ill., March 25, 1913. —Sealed proposals will be received here until 11 a. m., April 25, 1913, for furnishing supplies mentioned at posts in Central Department during fiscal year commencing July 1, 1913. Information furnished upon application.—Col. A. L. SMITH, C. Q. M.

**GOVERNORS ISLAND, N. Y. H., Mar. 15, 1913.**—Sealed proposals, in triplicate, for furnishing Fuel, Gasoline, Mineral Oil, and Forage and Straw (three months' and a year's supply) required in Eastern Department, during year commencing July 1, 1913. will be received here until 10 a. m., April 15, 1913. Information furnished on application to Chief Quartermaster.

## ELEVATOR BROKERS.

JOHN A. RICE

Exclusive Elevator Broker, Frankfort, Ind. Over 1200 listed, have sold 138. Charge seller 2%. Get buyers the best their money can buy. Every one prospers. Strictly reliable work.



## MACHINES FOR SALE.

WILLFORD THREE-ROLL feed mill in good condition, for sale, cheap. A. A. Cook, Van Cleve, Iowa.

ALL KINDS OF ELEVATOR MACHINERY for sale, finds many ready buyers, if inserted in the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

ONE BOSS CAR LOADER NO. 14 for sale. Has only loaded two cars. Our engine too small to handle same. Address, The Farmers Federation, Inc., Cherokee, Okla.

FOR SALE—One Sonander Automatic Scale, one Monarch Cracked Corn Cleaner, both new, having been used only 90 days. One gasoline engine, also office furniture, consisting of one flat top desk, one roll top typewriter desk, one Universal adding machine, one sectional filing cabinet, one straight filing cabinet, Eureka letter files, loose leaf files. For further information, address Ohio, Box 6, Grain Dealers Journal, Chicago, Ill.

SACRIFICE SALE NOW ON.  
ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson .....\$100 and \$125  
26" and 24" Unique .....\$110 and \$125  
16" and 18" Monarch .....\$ 90 and \$100  
20" and 24" Monarch .....\$110 and \$125  
26" Foos and Monarch .....\$150 each  
36" Foos and others .....\$205  
18" Munson Single Head .....\$ 75  
18" Halstead & 22" American, \$100 and \$120  
All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

SPROUT, WALDRON & COMPANY,  
9 So. Clinton St., Chicago, Ill.

## FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—9x18 Barnard & Leas, 9x18 Dawson, 9x24 "Noye," 9x24 Acme, 9x24 Nordyke & Marmon, 9x30 Wolf, all three pair high; 7x14 Hutchison; and 9x18 Allis two pair high; one No. 0 Willford three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one No. 2 Acme, one No. 7 Sullivan, etc.

Corn Shellers:—No. 0 and one No. 1 Victor corn shellers cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners; one No. 1, one No. 2 and one No. 4 Victor Corn Shellers.

Attrition Feed Grinding Mills:—24 inch "Robinson," 16, 20 and 24-inch "Monarch"; 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique," 18 inch American Special.

Single Roller Mills:—9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown."

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,  
431-437 So. Clinton St.,  
Chicago, Illinois.

## MACHINES FOR SALE.

LARGE SAFE in excellent condition. Will sell at a sacrifice if taken at once. James McCarthy, Hartwick, Ia.

FOSSTON "NEW PROCESS" CLEANER No. 66, equipped to clean all grains, brand new, used only two months. Will sell at a bargain. Reason for selling, not enough room on working floor. Address Cleaner, Box 5, Grain Dealers Journal, Chicago.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

One 25 H. P. Alamo Gasoline Engine, good as new—\$350.

One 15 H. P. Foos, good condition—\$250.

One 8 H. P. Fields, new—\$175.

One 6 H. P. Havana, new—\$155.

One New National Automatic Scale—\$185.

One 60 H. P. Buckeye Gas Producer Plant, used less than two years—\$500.

One 18x48 Corliss Steam Engine—\$1,000.

One Smith Concrete Mixer, Steam Engine and Boiler mounted with Automatic Loader—\$395.

H. GROSS MACHINERY EXCHANGE  
Steam Boilers of All Sizes. Omaha, Neb.

## MACHINES WANTED.

TO PURCHASE FOR CASH used Cutler No. 2 Dryer. Give condition. J. H. Rhodes & Co., Chicago.

WANTED TO BUY—New or second-hand grain washer, whizzer and drier. J. Mulhall, Sioux City, Iowa.

CLEANING MACHINE WANTED, either Monitor or one equally as good. Capacity from 1,000 to 2,000 bushels per hour. Langenberg Bros. & Co., St. Louis, Mo.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

## BUILDING MATERIAL.

BARGAINS IN ALL KINDS of new and used Lumber, Doors, Windows, Ready Roofing, etc. Timbers, \$8 per 1,000 ft., and up. Sheeting, \$8 per 1,000 ft., and up. Doors, 25c and up. Ruel Lumber Co., 7337 Stony Island Ave., Chicago.

## STEAM ENGINES, BOILERS.

50-H. P. STEAM ENGINE—Good as new; will sell cheap if taken at once. John T. Noye make. M. C. Mountain & Son, New Lothrop, Mich.

STEAM ENGINES AND BOILERS find many ready buyers when advertised in the "Steam Engines-Boilers" columns of the Grain Dealers Journal, Chicago.

## SECOND-HAND BAGS AND BURLAP.

WANTED:—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

SECOND-HAND BAGS bought and sold. We make a specialty of buying torn or damaged bags and bagging. Write us. Imperial Bagging Co., P. O. Box 1037, Norfolk, Va.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

## GASOLINE ENGINES.

40-H. P. ST. MARY'S OIL ENGINE—For sale; new; used 7 months; price \$650. Geo. A. Peckens, Fowlerville, Mich.

FOR SALE—25 H. P. Fairbanks make Gas Engine, in absolutely first class running condition. The Cols. Die, Tool & Mach. Co., Columbus, Ohio.

ONE 15 H. P. Lewis Gasoline Engine for sale, good as new, \$125.00. Address, Journal, Box 5, Grain Dealers Journal, Chicago, Ill.

FINE 25 H.P. COLUMBUS-BROWN gasoline engine in first-class condition and fully equipped, \$285.00. Badger Motor Co., Milwaukee, Wis.

ANY KIND, ANY SIZE, ANY PRICE, string of elevators or elevator, by former advertised in the "Gasoline Engines" columns of the Grain Dealers Journal, Chicago, finds many ready buyers. Try it.

## GASOLINE ENGINE FOR \$100.

25 H. P. St. Mary's Gasoline Engine, complete. In fair running order, being used daily, but to be replaced by electricity. Goodrich Bros. H. & G. Co., Winchester, Ind.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

50 H. P. GAS PRODUCER POWER PLANT, Fairbanks-Morse make, first-class condition. The most economical power for mills and elevators. The producer is over-size and ensures steady and efficient running at all times. Burns hard coal screenings. Have no further use for it and will sell it cheap. Can be seen running. Address, C. E. Dingwall Co., Milwaukee, Wis.

## GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

## Hand Scoops for Cobs.

Give one of our hand cob-scoops to each of your customers, and it will increase the demand. These scoops are to take the cobs from the basket and put into the stove, removing all objections and broken cobs; also good for feed, coal, etc.

Hand made of galvanized steel, and will last for years. In lots of 100 or more with your advertisement, 52c each. Sample scoop by mail, 65c.

We have also solved the problem of separating the shucks from the cobs, and will send blue prints for \$2.50. It is a success. Our own designs, from over 24 years' experience in the grain business.

PERRY FRAZIER, Chapman, Kans.



# SEEDS FOR SALE—WANTED

## DIRECTORY OF THE GRASS SEED TRADE

**ARCHBOLD, OHIO.**  
Hirsch, Henry, all kinds grass and field seeds.

**BALTIMORE, MD.**  
Buffington & Co., John J., whse. seed merchants.

**BAMFORD, PA.**  
Hoffman, A. H., carlots or less seed wheat.

**BUFFALO, N. Y.**  
Whitney-Eckstein Seed Co., seeds.

**CHICAGO, ILL.**  
Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

**CINCINNATI, O.**  
McCullough's Sons Co., J. M., seeds.

**LOUISVILLE, KY.**  
Louisville Seed Co., grass seed dealer.  
Ross Seed Co., field seeds, exporters.

**MILWAUKEE, WIS.**  
Courteen, S. G., field seeds.  
Rosenberg & Lieberman, alfalfa, clover, etc.

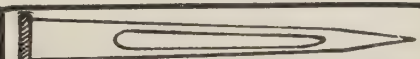
**MINNEAPOLIS, MINN.**  
Minneapolis Seed Co., field seeds.

**MITCHELL, S. D.**  
Dakota Improved Seed Co., millet, seed-corn.

**NEW YORK, N. Y.**  
Liefmann's, Hamburg, rep. I. L. Radwaner, field s.  
Loewith, Larson & Co., clover, grass, field seeds.

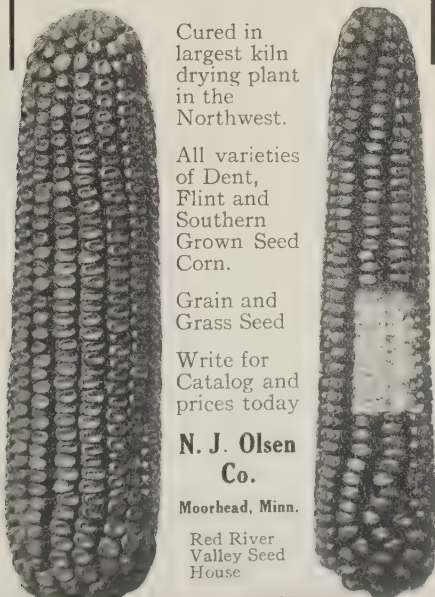
**TOLEDO, O.**  
The Toledo Field Seed Co., clover, timothy.

**TORONTO, ONT.**  
Steele, Briggs Seeds Co., Ltd., field seeds.

  
Any size. Write for prices.  
G.S. Mann, Postal Tel. Bldg., Chicago

**We Buy and Sell**  
Wheat Screenings, Cane seed, Salvage Wheat.  
Kaffir Corn. Write or wire for prices.  
**HENRY LICHTIG GRAIN CO., Kansas City, Mo.**

### NORTHERN GROWN SEED CORN



Cured in  
largest kiln  
drying plant  
in the  
Northwest.

All varieties  
of Dent,  
Flint and  
Southern  
Grown Seed  
Corn.

Grain and  
Grass Seed

Write for  
Catalog and  
prices today

**N. J. Olsen  
Co.**

Moorhead, Minn.

Red River  
Valley Seed  
House

### GRAIN WANTED.

**WANTED—YELLOW EAR CORN.** C. T. Hamilton, New Castle, Pa.

**WANTED—SHIPPERS** of hay, grain and grain products from the Middle West, to furnish quotations, with customary brokerage added. Barham & Bailes, Grain Brokers, Box 321, Elkins, W. Va.

**CHICKEN GRAIN WANTED**—Mail samples and quote car lots off grade wheat, rye, barley, millet, kaffir, milo and cane seed. Stratton & Russell, Wholesale Grain & Commission, Memphis, Tenn.

**MR. MILLER—DO YOU WANT PURE** virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

### FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

### SEEDS FOR SALE.

**IF YOU WANT** to buy or sell any quantity or quality of field or grass seed—make your want known thru an insertion of an advertisement in the "Seeds Wanted-For Sale" columns of the Grain Dealers Journal, Chicago.

### HAY WANTED.

**WANTED**—100 Cars Oat Straw. C. T. Hamilton, New Castle, Pa.

**HAY & STRAW WANTED**—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

**HAY & STRAW WANTED**—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

**GOOD HAY WANTED**—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the Grain Dealers Journal, Chicago.

### GRAIN FOR SALE.

**KAFFIR CORN**—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

**Have 10,000 Bu. CHICKEN FEED WHEAT on hand**

Wire or Write for Samples and Prices

**HUHN ELEVATOR COMPANY**

Chamber of Commerce, MINNEAPOLIS, MINN



Ship Your HAY to

**ALBERT MILLER & CO.**

192 N. Clark Street, CHICAGO, ILL.

GOOD SALES

QUICK RETURNS

**KEEP POSTED.**

**GRAIN  
DEALERS JOURNAL**

La Salle St., Chicago, Ill.

**Gentlemen:**—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm .....

Capacity of Elevator Post Office .....

.....bus.

State .....



## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

BRIGHT, PLUMP, DRY FARM grown Alfalfa Seed. Write for samples and prices. Porter-Walton Co., Salt Lake City, Utah.

FOR SALE—Soja or Soy Beans, Clay or Black Peas also White Flint Corn for exporting purposes. T. S. Burrus, Fairfield, N. C.

TESTED SEED CORN FOR SALE—Johnson Co., white; Johnson Co., yellow, and Reid's yellow dent. Samples on request. B. F. Cole, Trafalgar, Ind.

GOOD, SOUND, RECLEANED Black-eye Cowpeas, \$2.00 per bushel, bags included, F. O. B. Walkerton. B. I. HOLSER & CO., Walkerton, Ind.

SEED CORN FREE or for part cash. You simply distribute my advertising cards. Fine high-testing Reid's Dent. Elmdale Farm, Route 4, Carthage, Ill.

COW PEAS.—Mixed, Clays, Whippoorwills and New Fras. Ask for samples and special prices, naming quantity. Louisville Seed Co., Louisville, Ky.

## SEEDS FOR SALE.

RECLEANED CHOICE COW PEAS.—Samples and prices sent on request. J. M. Schultz, Teutopolis, Ill.

PASCAL'S REID'S YELLOW DENT Seed Corn For Sale. Sold with privilege of testing. Price in ear \$3.00 per bu.; shelled, \$2.50. D. L. Pascal, DeWitt, Iowa.

"GOLDEN PROSPERITY." Pure-Bred Seed Corn. Selected last Fall and tested 98%. We grow our own seed, and guarantee every bushel to be as represented. Write for sample. Price \$2.00. C. E. GINTHER, R. 1, Edinburg, Ill.

KENTUCKY BLUE GRASS SEED For Sale in any quantity. Our new cleaner is placing the highest quality of seed ever sold on the market. A sample mailed you will prove our guarantee. Write at once. Central Kentucky Blue Grass Seed Co., Lexington, Ky.

SEED BARLEY FOR SALE—Wisconsin Pedigree No. 5. 500 bus. recleaned and graded. Yields from 10 to 15 bushels per acre more than ordinary barley. Vigorous grower, strong straw. Price in 10 bu. lots or over in sacks F. O. B. Davenport, \$1.50 per bu., \$1.25 per bu. in 100 bu. lots. BRUCE T. SEAMAN, R. F. D. 7, Box 33, Davenport, Iowa.

## SEEDS FOR SALE.

SEEDS FOR SALE—1,000 sacks imported White Field Peas, Spot, N. Y. Write for prices, carlots or less. G. S. Mann, Postal Tele. Bldg., Chicago.

GERMAN MILLET is our specialty and we are now in a position to offer in large or small quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.

BOONE COUNTY WHITE.—After 11 years of seed corn breeding and growing we have dropped all varieties except BOONE COUNTY WHITE, because it yields most, sells best and fattens stock better than any other. We grew 12,000 bus. of this seed the past season on sandy, loamy soil, one mile from Mason City, the greatest shipping point for seed corn in the world. Do as we have done, grow one variety and the best. Write us for circular, sample and prices.

MASON COUNTY SEED CO., BOX 13, MASON CITY, ILL.

## SEED MERCHANT

Grower of Spanish Canaryseed

Importer of

Hemp, Rape, Niger, Millet Seed, and Cattle Fish Bone

And BIRD SEEDS OF ALL KINDS

Cleaned by Patent Machinery.  
Will be very pleased to submit samples.

Head Office:

JOHN MACQUEEN, 33 Brown St., GLASGOW

## Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

## WESTERN SEED &amp; IRRIGATION CO.

Wholesale Seed Growers and Dealers

Sweet, Flint and Dent Field Corn

Write or wire for prices for prompt shipment, or contract order for shipment next winter.

FREMONT - NEBRASKA

## THE MANGELSDORF BROS. CO.

Atchison, Kansas

Wholesale Seedsmen

Millet, Kane, Kaffir Corn, Alfalfa, Seed Corn, Ky. Bluegrass, Bermuda Grass, Meadow Fescue, Sweet Clover.

Mr. Kar-Lot

Kaffir Korn Konsumer

Do you receive our quotations?  
If not, write today.

Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

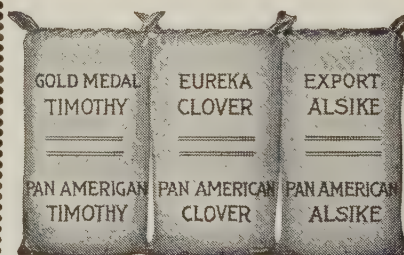
Buyers and Distributors Kaffir Korn and Milo Maize.

WM. G.  
SCARLETT  
& CO.

Grass and Field Seeds  
Poultry and Pigeon Feeds

Buyers and Sellers Will  
Please Correspond With Us.

729-735 E. Pratt St. 205-213 E. Falls Av.  
BALTIMORE, MD.



Timothy—Red Clover—Alsike—  
Alfalfa—White Clover—Crimson  
Clover—Canada Bluegrass—Ken-  
tucky Bluegrass—Redtop—Millets  
—Lawn Seed—Orchard Grass—  
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited



SOUTHERN  
WESTERN

SEEDS

Sorghums, Grasses, Clovers, Cow Peas, Peanuts, of Every Kind. Address Either Office

PITTMAN & HARRISON COMPANY

SHERMAN, TEXAS

OR

CLAREMORE, OKLA.



# SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

**TIMOTHY SEED:**—Regenerated Swedish select oats and Bryan's Early Favorite Corn; circular free. Daniel Bryan, Portland, Ind.

### EARLY SEED CORN

Suitable for Northern States, also late kinds and ensilage corn, oats barley, millet, Hungarian, alfalfa, timothy, soy beans, cow peas, broom corn. Prices on application. MIAMI VALLEY SEED CO., New Carlisle, O.

**REID'S YELLOW DENT SEED CORN,** Great Dakota White Oats, and Black Victor Oats. Send for samples and circular. Address, J. E. Wilson, Wingate, Indiana. Reference: State Experiment Station. Won 1st priz Indiana Grain Dealers Show.

## SEEDS FOR SALE.

**SEED CORN, OATS AND BARLEY.** Car lots or less, samples free. ALLEN JOSLIN, Holstein, Ia.

### SEED CORN.

Early Picked Johnson Co. White and Reid's Yellow Dent. Tested 99%. Large, firm, deep-grained ears. In the ear, butted and tipped, \$2.75 per bu., shelled \$2.25 per bu. Shady Lane Stock Farm, Jerseyville, Ill.

**NEW CROP HOME GROWN TIMOTHY, RED CLOVER (MEDIUM OR MAMMOTH) AND ALSIKE SEED,** raised in the banner field district of the United States. It's the quality your competitor would like to have. Value compares with quality. Write for samples and prices. Five bag lots to carloads. Address The Sneath-Cunningham Co., Tiffin, Ohio.

## SEEDS FOR SALE.

**ALFALFA SEED** grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy Seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

### CANE AND MILLET IN CARLOTS.

Samples and prices on application.

### RUDY-PATRICK SEED CO.

1306-1308 West Eighth St. Kansas City, Mo.

**SEED CORN—B. Co. White, J. Co. White, R. Y. Dent, Leaming.** Crated \$2.50. Shelled \$2. Stored and dried in modern seed house and thoroughly tested. Shipped on approval. Regenerated Swedish Select Oats. Catalog free. Oaklawn Seed Farm, Chatham, Ill.

## HOME GROWN Farm, Field and Garden SEEDS THAT GROW

All our Seed Corn grown on our farm and carefully TESTED for germination. Get our prices on Clover, Timothy and Alfalfa Seed before you buy. Send a Dollar Bill for our Big Collection of Garden Seeds. THE SUMMERS' SEED HOUSE, Malvern, Iowa

# SEEDS

Grain, Clover and Grass Seeds,  
**CHAS. E. PRUNTY,**  
7, 9 and 11 South Main St. SAINT LOUIS

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

## FOR SALE

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MINNEAPOLIS



# Separate the Wheat from the Oats

Under the very best of conditions, oats and barley will get into the wheat, making a mixture that is objectionable. Using all possible care, this is a condition that has to be dealt with and a separation should be made.

It is unwise to ship such mixed grains to market as the presence of either lessens the value of both.

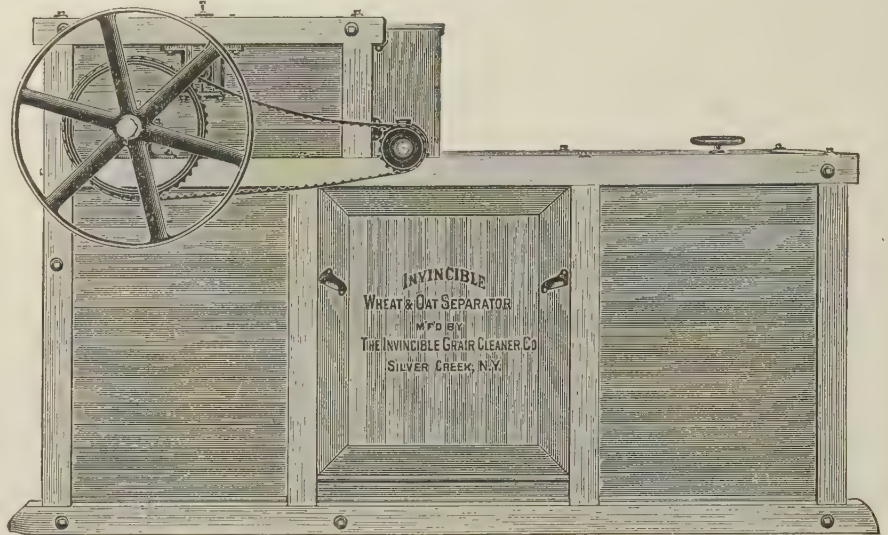
Hence, every every elevator should have an

## Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would otherwise be wasted.



Write for prices and further particulars to

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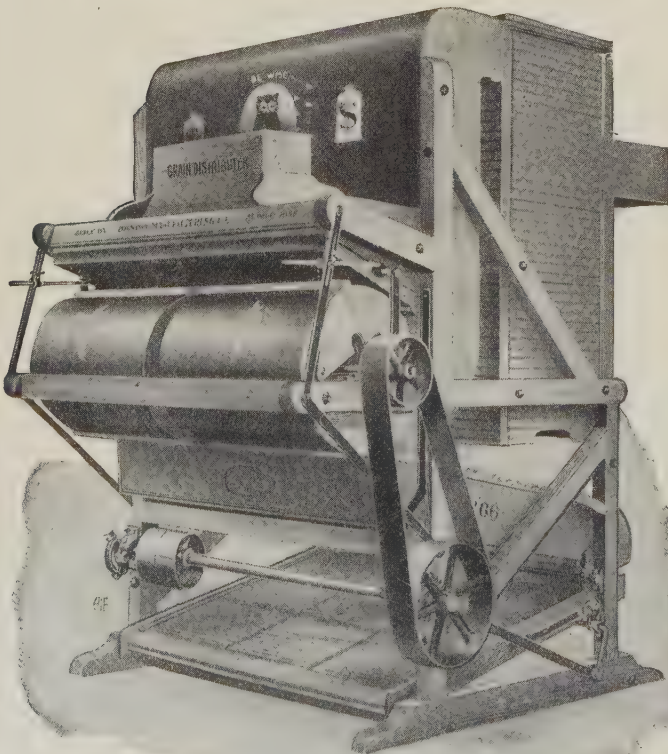
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## GRAIN DEALERS JOURNAL

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**CHARLES S. CLARK, Manager**

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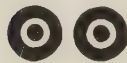
value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., APRIL 10, 1913

MANY CARGOES of grain are now waiting the opening of lake navigation, so it will not be long until Buffalo is struggling with another blockade.

WHEN you desire to lose a shipment of fourth class mail send it by parcels post. The larger the type used in printing shipping label and return card, the more certain will be its loss.

THE PROPOSED reduction in the import duties on grain and grain products is not sufficient to insure any large volume of grain being imported, excepting in years when our own crop is very short, while other exporting countries have a large surplus.

REMARKABLE as it may seem, Congress has now been in session four days and Senator McCumber has not yet announced to the country the re-introduction of his perennial Federal Inspection Bill. Really, the dear senator must have become discouraged. If he lets this issue die, he will surely lose his office.

A GOSHEN, IND., hay buyer has fleeced so many shippers that we are prompted to suggest a convention of the sufferers for the purpose of conferring on the best means of closing up the sharper who refuses to pay for what he has obtained, and for taking steps to prevent recurrence of losses thru shipment on open Bs/L.

THE PROVISION of ventilators in the roof of the cupola of an Illinois corn elevator, illustrated in this number, calls to mind the fact that some years ago an Illinois line company equipped all of its elevator legs with ventilators, extending thru the roof of cupola, so as to insure a current of air rising continuously thru each leg from the basement, thus ventilating and improving the condition of the basement and the boots.

THE NEW SEC'Y. of Agriculture will overlook a great opportunity if he neglects to improve the government crop reports, so that they will come nearer to reflecting the truth. He can also do much to allay the ill-feeling between the federal and state crop reporting bureaus. When the workers become harmonized and co-operate, in the hope of securing crop reports which are correct, then there will be less difference between the state and federal reports and the public at large will have more confidence in both.

JOHN HILL, Jr., who recently charged that a fund had been used to pass the "put and call" bill thru the Illinois legislature, will be given an opportunity to tell what he knows about the said fund, as the senate has appointed a committee to investigate the charge. The president of the Board of Trade has also appointed a committee to investigate the charge, so if there is any foundation for it, it will be unearthed. The sentiment of the trade is that there is no foundation for the allegation.

IRRESPONSIBLE persons who have nothing and lack regard for their own word, do not hesitate to enter into contracts which they recognize it will be impossible for them to fulfill, but grain dealers who have property need to exercise care in making contracts which it will be difficult for them to fulfill. Our news columns and also our department devoted to "Supreme Court Decisions" frequently tell of judgment being rendered against those who default on contracts. Shippers who, like the one told of in our Iowa news column, this number, do not wish to deliver oats, should refrain from selling them.

GRANTING free storage of grain to farmers is credited with being the direct cause of the failure of another country elevator firm in Illinois. If the trade could have a dozen failures in every state, due directly to this cause, the dealers would come to their senses and stop permitting the farmers to use the storage room of the elevator for their own advantage. If the farmers desire to hold their grain, let them provide their own storage, pay their own insurance and take the chances of loss due to falling markets, cyclones, floods and deterioration. The elevator man surely cannot afford to take on these hazards without reasonable compensation.

A ST. LOUIS grain broker, with the desire for more money, recently obtained a bountiful supply of it thru the use of fraudulent Bs/L. It is so easy that the wonder is that every black leg who desires money does not adopt this method of raising it. The railroads will give anybody all the blank Bs/L they can carry away, and the grain dealers, as well as the banks, seem ever ready to advance all the money asked on anything that looks like a real B/L. When all the sufferers get together and insist upon the same protection being given to blank Bs/L as are given to blank passenger tickets, then reform may be secured.

THE FLOOD along the Ohio River and in Indiana and Ohio, has caused losses to many grain shippers not located in the flood territory, because they had shipped grain which was overtaken by the flood waters. In Indianapolis 23 cars of grain were damaged by water. Many shippers are much exercised as to the liability of the railroad company for grain lost or damaged. It has generally been recognized by the courts that the railroads are not responsible for damage to freight, caused by an act of God or the public enemy, but wherever it can be shown that the railroad company neglected or failed to take ordinary precautions to care for the property entrusted to it for transportation, then it is liable for the loss. Few grain elevators were damaged by water, altho many had their boots and basements full of water. The flour mills, especially the water power plants, were not so fortunate.

EXTREME GREEDINESS to obtain grain oftentimes leads country shippers into doing violence to their bank accounts and their own good judgment. One of the worst cases of this character which has come to our attention is that of an Iowa firm, which bid over the market for corn, with the result that the farmers hauled it in faster than the firm could obtain cars. Being perfectly willing to take any chances, providing it could obtain more than its share of the grain coming to market, the firm shelled it as it was received and piled it onto the ground in large heaps. Business methods of this character are sure to bring disaster to whomever follows them. The average competitor is glad to permit the perpetrator of such folly to have all the grain offered, because the more the greedy graspers get and handle in this manner the greater will be their injury when the crash comes. Some grain buyers seem to be possessed of the mistaken idea that business primarily is the disturbing of competitors, regardless of the methods pursued. The reason many grain firms never have a comfortable balance at the end of the crop year is that they did not conduct the business with the idea of establishing that balance.



GRAIN SHIPPERS cannot overlook the fact that any legislation which increases the operating expenses of railroad companies must eventually increase the cost of transportation to the public. As is pointed out by two correspondents in this number, the grain trade needs more efficiency from the railroads. If legislation can be enacted which will compel the use of railroads for railroad purposes, and stop their being made the playthings of stock gamblers, then the public will get better service without regulation. The majority of our state legislatures are dominated by "small fry," who have not the intelligence and grasp of affairs to foresee the ultimate result of their petty unnecessary regulations, forced upon the railroads oftentimes to satisfy a hair-brained agitator. The states need fewer law makers and a higher grade.

MANY WILD theorists, who have little conception of the cost or difficulties of moving grain from the producer to the consumer, are much elated over the alleged plans of the new Secy. of Agriculture for eliminating the middleman. Merchants engaged in no other line of trade work on so narrow a margin as those engaged in handling grain from the producer to the consumer. The facilities for disseminating information regarding values are greater than any other line of trade, and at the same time, owing to the methods of the grain exchanges, this information is open to everyone. If the federal government ever succeeds in arousing its hord of hungry pap-suckers into improving on the methods of marketing grain, then will the tax-payer be called upon to express his approval of a government for the politicians and by the politicians.

THRESHING MACHINE operators persist in working to secure legislation which shall give them the first lien on grain and seed threshed, to secure the payment of their charges for the service. Their organization persists in having its proposition presented to every legislature as fast as they convene, and if it is turned down at one session the organization presents it again at the next, so that the grain dealers of many sections are now put to the necessity of guaranteeing the threshermen's bill. Adroit Indiana dealers had the threshermen's bill amended so as to require them to give notice to dealers buying grain in the open market. The threshermen did not want such a "butchered bill," so they let it drop. When the next legislature convenes, if the grain dealers are not on guard, the threshermen will get the bill thru as they wish it and without opposition. If they want their charges to be a first lien on the grain they thresh, they should be required to file it with the county recorder, or give notice to the grain dealers who buy in the open market at nearby towns.

CITY SCALE WEIGHTS are not always fair nor always correct, and occasionally the grain shipper who checks up the city scale weights is able to obtain a settlement from the city fathers. The dealers of Hartley, Ia., buy all farmers grain by city scale weights. They also pay the price of grain for mud which is jarred from the wheels of the farmer's wagon on its way from the city scales to the elevator and back, and it may be that some shrewd farmers load their wheels heavily with mire on the way to town. Some farmers have even been seen to gallop their horses over bumps in the road on the way from the scale to the elevator. The grain dealer has little to gain by city scale weights, especially if he depends upon them, or is obliged to settle according to those weights. If he wants to be on the safe side, it will be necessary for him to weigh the grain as it passes to his dumps.

SHIPPERS who have experienced difficulty in obtaining cars will be deeply interested in the recent decision of the U. S. Supreme Court, which is reviewed on page 528 of this number. The court, in dismissing the bill of the Iron Mountain R. R., held that the Arkansas law was practically a restatement of the shippers common law right, which is the same in all states. In the Arkansas case, the Iron Mountain discriminated sharply against many shippers in favor of one of its own organizations, and seems likely to be called upon to pay dearly for having done so. The day is fast approaching when all railroads will promptly heed written demands of would-be shippers for cars. The written order admits of proof of filing, and if clearly stated, precludes the defense of misunderstanding the shippers wishes, so that if the railroads do not comply or set up a strong defense, they are likely to be held liable for damages.

FOR YEARS the grain trade of Illinois has been striving to stop stealing of grain from cars, especially in terminal markets. After much earnest solicitation, the railroads were induced to cease selling the privilege, and to join shippers in their efforts to stop all sweeping of empties, in the hope of reducing the pilfering from loaded cars. At the request of the Peoria Board of Trade Representative Gorman recently introduced House Bill 277, which is published elsewhere in this number. The bill was also introduced in the senate, so if the railroads and the grain shippers will but do a little work, this much needed legislation will be obtained at the present session, and the sweeping of cars, as well as the selling of sweepings, will be permanently checked. The efforts to prosecute the thieves in the past have been greatly handicapped by the police justices, who have always been disposed to let off the offenders with a light fine or a strong lecture, which served to encourage rather than to stop the stealing.

SO MANY elevator employees are injured by coming in contact with belt shaft and fly-wheels, it would seem the part of caution to guard all moving machinery with rails, so as to keep men from falling upon or into the moving machinery. Rails of this character are not expensive, nor difficult to install and in the interest of safety, both employer and employee should insist upon such precaution.

THE DIFFERENCE between settling trade disputes by arbitration before well posted members of the trade and by litigation in court of law is well illustrated by a suit recently settled in Pittsburgh, which had been pending 21 years. The arbitrators of the grain exchange decided the matter years ago, with little expense to either contestant. However, one of the parties to the suit, being displeased with the result, took the matter into the courts, with the result that the decision was affirmed. While some cases which are arbitrated are not settled immediately, still they are settled without friction or unreasonable delay, if the parties file properly prepared statements of their case at the beginning. Other excellent arguments in favor of arbitration are found in our Texas new column, where the settlement of two cases is postponed, the court decisions being reversed on account of suit being brot in the wrong county, minor technicalities which had nothing whatever to do with the justice of the claims of the parties to the contention.

THE SO-CALLED Equity Co-Operative Grain Exchange of Minneapolis, which is presumed to have prompted the investigation of the Minnesota Grain Exchanges, is much chagrined to find out that it shyed a real boomerang at a legitimate institution. Even with the bull-dozing tactics of Attorney Manahan, these self-styled emancipators of the down-trodden were unable to prove anything wrong with the Chamber of Commerce or the grain trade at large. The principal result of the investigation was the disclosure of many misrepresentations by the so-called Equity Exchange, which seems to have existed principally upon paper. Its "own exchange building" and its "own grain storehouse," as well as its peculiar methods of obtaining premiums for suckers who favored it, were shown to be fantastical myths. It may be good business policy to refuse to pay money due a shipper until that shipper has signed a statement, endorsing the consignee and commending him for his methods, but shippers generally will doubt it, in fact the majority of shippers, upon being asked to sign any such statement, would immediately place their claim in the hands of an attorney. The Equity Exchange has much need of reforming its own methods before even suggesting anything wrong in the methods of others. Mr. Loftus and Mr. Manahan have been so completely occupied with the reformation of other people they have overlooked a wonderful opportunity close at hand.



## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

**C. N. O. & T. P. 12712** passed thru Chillicothe, Mo., eastbound, on Apr. 4, leaking wheat badly at end of car over draft rigging.—H. P. Scrubby, Mlg. & Elvtr. Co.

**Sou. 30532** came into Rock Rapids, Ia., Apr. 2, via the Ill. Cent., bulging badly at side. The contents (yellow corn) are being transferred into Wis. Cent. 14608.—S. A. Nelson, mgr. Farmers Elvtr. Co.

**Nor. Pac. 36,367** passed thru the Union station at Indianapolis, Ind., at 12:10 p. m., Apr. 1, leaking yellow corn badly.—E. F. Holloran, of Grain Dealers Natl. Fire Ins. Co., Indianapolis, Ind.

**L. S. & M. S. 47521** passed thru Elkhart, Ind., Mar. 28, at 2 p. m., on local, southbound, leaking yellow corn on side, opposite truck.—J. C. Gardner, mgr. Central Ill. Grain Co.

**C. G. W. 1234** was set out at Fredericksburg, Ia., Feb. 14, leaking badly. Brake beam had been jammed thru bottom of car. Rye was scattered along track for some distance. Section men borrowed 38 sacks in which to gather the spilled grain. Car was repaired and forwarded.—Kunz Grain Co., G. W. Richardson, mgr.

**M. P. 23242** passed thru Spencerville, Ind., Mar. 14, leaking shelled corn at both ends and side of car.—W. P. Steward, agt., Stiefel & Levy.

**C. & N. W. 59652**, loaded with yellow shelled corn, reached Unionville Center, O., Mar. 14, in badly damaged condition after leaking corn along the track for miles. Contents were transferred at that point into P. R. R. 27763.—E. H. Gunnnett.

## THE WIND STORM IN NE-braska.

The tornado which hurled its fury over Iowa and Nebraska on Easter, Mar. 23, dealt death and destruction. Many elevators were blown off their foundations and damaged, altho from the meagre reports that have been received, no grain men were killed or injured. Below are letters from grain dealers in the storm-swept region:

### W. J. HYNES LOSES TWO SISTERS.

Omaha, Neb., Apr. 5.—Two of my sisters were killed by the tornado and my father had his leg broken, but I was not injured in any manner.—W. J. Hynes.

### OMAHA MUCH DAMAGED.

Council Bluffs, Ia.—I do not know of any loss of life among the grain men, altho several lost their homes. The relief work is well in hand. The rebuilding of the many homes wrecked is the big job, but the work will be completed as soon as possible.—M. G. Koons, supt., Imperial Milling Co.

### NO OMAHA GRAIN MEN INJURED.

Omaha, Neb., Apr. 2.—Altho many people here were killed and injured, no grain men met with accidents. However, some of them lost their homes. The suffering is intense, but the grain dealers all seem able to take care of themselves.—E. E. Huntley.

### ELEVATORS AT BERLIN, NEB., WRECKED.

Berlin, Neb., Apr. 5.—The town is a dismal sight. Most of the buildings are wrecked. The elevator of the Duff Grain Co. was swept away, and my elevator was badly damaged, but, being on the outskirts of the cyclone, it escaped complete destruction. Seven persons were killed and 30 injured, altho no grain men seem to have been hurt.—W. H. Irland.

### PATH OF CYCLONE FOUR BLOCKS WIDE.

Omaha, Neb., Apr. 5.—The cyclone struck the southwest part of the city and, moving in a northeasterly direction, swept across the city, leaving a path of wreckage four blocks wide. Two hundred people were killed and 300 injured. About 2,000 houses were demolished. No grain men, to my knowledge, were killed or injured. The poor in particular are suffering greatly.—W. H. Harrison, supt., Union Elvtr. Co.

## THE FLOOD IN OHIO.

The loss of life and property in Ohio was much greater than in Indiana. More bridges were washed away and more lines of transportation put out of commission. From present indications it will be a month before normal conditions are restored at every point visited by the flood. Letters from different dealers indicate it is absolutely impossible to arrive at the total loss, but all are agreed that it will run into large figures. Some idea of the damage done may be obtained from the following letters:

### MUCH GRAIN DAMAGED.

Middlepoint, O.—The cellars and grain pits were flooded, damaging a great deal of grain.—H. G. Pollock.

### DAMAGE HEAVY.

Sidney, O.—No lives were lost in this county, but the property loss is heavy.—Jno. C. Wagoner, Jones Grain Co.

### WATER 15 FT. DEEP AT FREMONT, O.

Fremont, O.—Our plant and that of W. A. Cox are in 15 ft. of water. The total loss will probably amount to \$5,000.—Union Elevator & Supply Co.

### SEBALD GRAIN CO.'S PLANT FLOODED.

Middletown, O.—The water damaged stock in our elevator and warehouses to the extent of \$12,000. The home of N. J. Sebald was also flooded with 6 ft. of water.—Sebald Grain Co.

### VERY FORTUNATE AT MANSFIELD.

Mansfield, O.—No grain dealers here suffered any material loss. The property and business loss will amount to \$100,000. One life was lost.—Cline & Nelson.

### ISOLATED.

Portsmouth, O.—We have been completely isolated for eight days, no mail, telegrams or telephone until last Saturday. Hope to be in good shape in the next six or seven days.—H. S. Grimes.

### SCIOTO VALLEY FARMERS LOSE HEAVILY.

Portsmouth, O.—A man and a boy were drowned here. Farmers in the Scioto Valley have lost probably 100,000 bus. of corn. Portsmouth suffered \$2,000,000 damage.—P. H. Harsha.

### MIAMI VALLEY SUFFERS MUCH DAMAGE.

Hamilton, O.—The Miami Valley was heavily damaged by the floods, Hamilton getting the worst of it. The Ft. Hamilton Milling Co., Carr Milling Co., and Prince Milling Co. all met with much damage.—Cass M. Elliott.

### THREE-FOURTHS OF TOWN UNDER WATER.

Prospect, O.—We are all safe here, with no loss of life, altho the water from the Scioto river was over three-fourths of our town. Our mill and elevator is located on high ground. The business part of the town—that is, the dry goods and groceries—were all under water. None of the mills or elevators in our county suffered any great loss.—Union Mills.

### LARGE PROPERTY LOSS.

Massillon, O., had a large property loss by flood, and while there was a death loss reported, it has not been confirmed. Our plant was entirely surrounded by water, coming within about 2 ins. of our first floor. We had a large loss by water getting into our basements, warehouse and bins, which were below the water line. We were able to start our mill this morning (Apr. 4).—The Buckeye Cereal Co., by E. M. Stults, Gen. Mgr.

### MUCH PROPERTY LOSS AT KILLBUCK.

Killbuck, O.—My loss amounted to \$300, but a competing miller in an adjacent town lost \$10,000, the water reaching 6 ft. above the second story of the plant and reaching the flour and grain bins. The river was 9 ft. higher than ever before. The low lands were all covered by the flood leaving the deposit of an inch of soil. The loss is the greatest ever known in the valley. Fences, stables and other buildings were swept away, but people are beginning to make repairs.—Wm. Duncan.

## FRANKFORT, IND., ESCAPES LOSS.

Frankfort, Ind.—About 30 houses were flooded but no serious damage was suffered.—J. G. Holdeman, mgr., Clinton Grain Co.

## WATER HIGHEST EVER KNOWN.

Millersburg, O.—No lives were lost in this vicinity and do not know of any loss to grain or milling interests. The water was the highest ever known.—Samuel Frank & Sons.

## ELEVATOR UNROOFED.

Frankfort, Ind.—No damage done to my elevators. The Farmers' elevator at Frankfort, Ind., was unroofed and the roof carried for one square. The rain following did much damage to grain in house.—D. L. Brookie.

## WATER NEVER SO HIGH.

Kent, O.—We do not know of anyone in the grain trade about here that is badly crippled, but we never saw in this section water so high, but we are so high that it did not reach us. There was considerable property damage here.—The Williams Bros. Co., J. S. Green.

## NO SPECIAL SUFFERING.

Chillicothe, O.—We know of no deaths or special suffering among the grain dealers in this section. Undoubtedly most of them were damaged to some extent, but we all look forward to the time when conditions will be normal, and business will be prosperous again.—The Standard Cereal Co.

## COLUMBUS LOSS, 100 LIVES AND \$6,000,000.

Columbus, O.—So far we have had only one report of loss of grain dealer's property.—C. N. Adlard, of Piqua. The loss of life at Columbus as reported this morning is 81 and there are quite a number of persons missing or unaccounted for. It looks as tho the death roll would be slightly in excess of 100. The property loss in Columbus will amount to between five and six millions of dollars.—J. W. McCord.

## 19 DROWNED.

Tiffin, O.—The three water mills in this city are crippled more or less, some lost their races. We are a block from river, were very fortunate, about four feet in cellar, no damage to speak of.

The city lost six river bridges, and deaths today number 19, about two-thirds of bodies recovered.

We have started to recover, have received supplies and funds from the outside world, which is the great help.—Jos. Loudenslager Est.

## HEAVY LOSS AT DAYTON.

Dayton, O.—The loss of property in this city has been extremely heavy and large number of persons will need help for some time to come. We know of no one especially that needs help more than others and any donations shud be sent to the general relief, of which Mr. John H. Patterson is chairman, and it will reach the proper parties. We ourselves have suffered considerable loss and it will be a week before we can resume operation in our plant.—The Durst Milling Co.

## MANY HOMES DESTROYED.

Piqua, O.—It was impossible to get into communication with the outside world for many days. The people lost by drowning will total close to 50, while the financial loss to property will run between one and two million dollars. Everybody in our city has been on a high nervous tension and business for the time being has taken a back seat. There were over 250 houses torn off their foundations and many of these destroyed. It is one of the saddest sights you ever saw. The people are stunned.—Harry W. Kress.

## 2,000 DRIVEN FROM HOMES.

Marietta, O.—We do not know of any grain dealers who need help. We are the only millers and dealers here. Our loss will reach \$1,500. No loss of life here. Property loss here is immense. About 2,000 people driven from homes in the lowlands, they being mostly the poor. Water went nearly over their house tops, hence they lost all. We formed a relief committee here, got food and clothing from nearby cities. We are now raising all the money we can for the poor people. If the grain dealers care to send any cash, I shall be glad to turn it over to our Relief Committee. It is really a deplorable condition and we are doing all we can to relieve the poor.—C. C. Torpy, Treas., Phoenix Mill Co.



**SCARCELY ANY DAMAGE AT MINSTER.**  
Minster, O.—Altho the flood was the highest and the worst we have ever experienced in the Ohio Valley, Minster, being on a high level, suffered very little, the water quickly receding. I have not heard of any particular losses in the grain trade.—Theo. B. Steinemann.

#### ELEVATORS DAMAGED.

Lima, O.—Elevator men have been very fortunate in their small loss of property. W. H. Bruns, Woodville, O., had the foundation of his scale undermined.

The elevator of Garver, Wiler & Ramey, of Defiance, was seriously damaged by its foundation being undermined.

Quite a number of elevators were put out of commission for several days by the water backing up into their basements. All transportation was at a standstill for a week or more, and has not yet gained its normal movement.—The Ward Grain Co., J. C. Custerborder.

#### HAMILTON'S LOSS, \$10,000,000.

Hamilton, O., Apr. 4.—The press reports of the flood in the Miami Valley have by no means been exaggerated. We believe the conditions to be far worse than those reports.

So far about 70 bodies have been recovered in and around Hamilton. There are a great many more that have not, and possibly may not, be recovered. The property loss in the city of Hamilton alone is estimated from \$10,000,000 to \$15,000,000.

We have been obliged to shut down temporarily, but will be in position to start our mill by April 7. Fortunately, none of the grain dealers in this section were killed.—The Carr Milling Co., per F. E. Barker.

#### BUSINESS DEMORALIZED.

Marietta, O.—While the state, including this immediate vicinity, has suffered a tremendous loss and business conditions are demoralized to the extreme, we do not know of any grain dealers who are suffering.

We understand that the conditions in this immediate section are perhaps as bad or may be a little worse than any others, excepting Dayton and Zanesville, but in this city we are fortunate in that we have not recorded a single death, altho about 350 homes have been swept away, demolished, or otherwise rendered uninhabitable. The financial loss here was tremendous and between five and six thousand of our people are being fed by the city and outside donations.—American Hay & Grain Co.

#### UNDER MARTIAL LAW.

Sidney, O., is at the present time well supplied and we believe that we will be in position to take care of our own people. Sidney is very fortunate, considering the amount of water we had, as we lost no lives. The property damage is great, many, many families being without a home. When we look back to those few hours and days that our lives were in danger, we feel very thankful that things are under control and no worse than they are.

The Fogt Grain & Milling Co., in which the writer is interested, will have quite a loss in the way of grain and elevator machinery. Mr. Fogt lost his entire household goods. He was taken out of his home from the second-story window, rescued by friends. It will take months and years before normal conditions will exist again, especially in Dayton and on down the Valley. The cities are under strict martial law, and we cannot enter without a pass. We cannot tell you how terrible is the suffering and agony in the towns below us.—J. E. Wells & Co.

#### 1,500 LOST THEIR HOMES.

Piqua, O., Apr. 3.—While the loss of life is not as great as we at first thought, it will reach seventy-five. The loss of property in Piqua will be at least \$1,500,000. The loss to Miami County in bridges and roads will be \$500,000 more. C. N. Adlard's elevator on East Water St. is entirely gone, one can hardly tell where it stood. Spencer & Miller Co.'s loss will probably reach a thousand dollars. The Fogt Mill & Grain Co. loss will be about \$3,000. Allen & Wheeler, at Troy, O., were badly damaged; do not know the loss. We have very little news from the outside. Do not know of any one among the grain trade who is suffering for the necessities of life; but 1,500 of our citizens have lost their homes and everything they had. The good people of the entire country are helping us every way possible. We want to thank them thru your paper for what they have done for us. With the help from the outside we have received, and two years' time, we will make the old Miami County blossom like a rose and be able to extend help and encouragement to others who may have met with such a calamity. Again we want to thank every one for their help and sympathy.—C. N. Adlard.

## THE FLOOD IN INDIANA.

People living on low land in Indiana suffered great losses by reason of the high water the last week of March. Comparatively few grain dealers suffered serious loss, but many of them had their basements and boots filled with water, so that they were compelled to suspend business temporarily. For a time it was impossible to ship anything, as the railroads were making no effort to move freight. Many bridges have been washed away, but are rapidly being replaced and roadways repaired, so that rail traffic will soon assume normal conditions. While the newspaper reports of the existing conditions were greatly exaggerated, still the real conditions are bad enough, as will be seen by perusing the following letters from grain dealers in the Hoosier State.

#### PITS FULL OF WATER.

Kokomo, Ind.—Our pits were full of water but no grain was damaged.—C. M. Barlow.

#### DAMAGE \$2,000.

Richmond, Ind.—Our stream was 4 ft. higher than ever before. Water got into our engine room and damaged our water power to the extent of about \$2,000.—C. G. Carpenter.

#### DAMAGED BOTH BY WIND AND WATER.

Ft. Wayne, Ind.—Parts of roofs of our elevators at Peabody and Gar Creek were torn off by the wind recently, and each of our elevators had some water in the basement.—Stiefel & Levy.

#### 100 HOUSES DAMAGED AT WABASH.

Wabash, Ind.—We escaped the flood with minor loss. More than 100 houses were damaged, some ruined. All sufferers are being cared for. Canal Elvtr. Co. at Peru had one elevator on low ground, which no doubt has been damaged.—Morrow Grain Co.

#### LOST ENTIRE CROP.

Evansville, Ind.—Notwithstanding the worst flood in the history of this section, no lives have been lost. Elevator at Shawneetown, Ill., is said to have been badly damaged. Many farmers in river bottoms have lost their entire crop.—Evansville Hay & Grain Co.

#### WORST TROUBLE DELAY IN SEEDING.

Tipton, Ind.—While the fields are covered with considerable water, Tipton County is in good shape after the flood. The property loss here was very slight compared with that suffered at many other places. The worst trouble is the delay in seeding and corn planting.—Fred B. Fox.

#### MATTRESSES AND BEDDING NEEDED.

Peru, Ind.—The grain interests of Peru suffered heavily. All are well provided with provisions and clothing. What this city needs most is mattresses, bedding and furniture. The Canal Elvtr. Co. lost much. While our losses are heavy, we are fully able to take care of ourselves and our employees.—Peru Mfg. Co., per J. C. Hite.

#### LOSS SMALL AT FRANKFORT.

Frankfort, Ind.—Relative to damage by wind and flood to elevator property in this vicinity, will say the loss to any one individual will not be great, amounting in most instances to the loss of smokestacks, roofs and roofing, flooded basements and some loss by grain getting wet.—Chas. A. Ashpaugh.

#### UHL & CO. LOSERS.

Royal Center, Ind.—Reports have been exaggerated, yet it is bad enough. I know of no grain dealers who have suffered greatly in consequence of the flood. Uhl & Co., Logansport, were heavy losers. Supplies have been sent from surrounding cities, so that we are at present pretty well provided for.—W. G. Sweet.

#### WATER IN BOOTS.

Lafayette, Ind.—The only loss in this territory was the work of pumping the water out of basements and elevator boots and cleaning out basements, which in many cases was needed anyway. The shipping of grain is hampered at present on account of washed out roads and bridges.—J. T. Higgins.

#### REPORTS GREATLY EXAGGERATED.

Winchester, Ind.—So far as I know thruout Indiana and Ohio no grain dealers' lives have been sacrificed in the recent disastrous flood and no great financial loss has accrued. Newspaper reports are certainly greatly exaggerated. There seems to be a stoppage in all kinds of business on account of the flood and no doubt it will take quite a little time for business to resume its full volume.—Goodrich Bros. H. G. Co.

#### TERRE HAUTE HARD HIT.

Terre Haute, Ind.—The property loss at Terre Haute and its vicinity is at least \$500,000. Sixteen lives were lost and 100 injured in the tornado. Some wheat land was submerged, but as the water ran off in a short time, the farmers will probably get a crop. Country elevators suffered some loss on account of damaged stock.—Sparks Mfg. Co.

#### TOP OF THE EARTH WAS DRY.

New Castle, Ind.—Being at the top of the earth, all streams of this county originate within its boundaries, hence no other counties pour their waters upon us. We had little flood, not much damage. If you know of anyone seeking a place not likely to be visited by cyclone or flood, recommend them to New Castle, Henry County.—Martin & Martin.

#### LOSS \$1,500.

Logansport, Ind.—Our flood reached a depth of 4½ feet and was the worst we have ever had. We lost 1,000 bushels of oats, 400 bushels of corn, mill feed, clover seed, fence posts and many other articles. We know of no grain dealers in actual need, altho Uhl & Co. were pretty hard hit. The Bishop Elvtr. was above the flood and all the owner had to do was to watch the water go by.—Chas. W. McCormick & Son.

#### FORT WAYNE'S BIGGEST FLOOD.

Fort Wayne, Ind.—Fort Wayne did have the biggest flood in her experience. The loss of life was only two men and four children, but property loss and other damage may have amounted to a million dollars. We do not know of any grain dealers in our neighborhood who have suffered any loss.—C. Tresselt & Sons.

#### RAILROADS SUFFER LOSS.

Muncie, Ind.—The electric lines and the railroads of the Big 4, L. E. & W. and C. & O. suffered a big loss in the recent flood. The Pennsylvania and the C. & O. bridges went out and 700 ft. of track as well as many cars were lost. Every effort is being made to bring conditions to normal, beside rendering aid to others not so fortunate as ourselves. We thought the city of Muncie had ample protection from floods, but this was beyond anything ever known—High Street Milling Co.

#### NO GRAIN DEALERS LOST.

Kokomo, Ind.—We do not know of any grain dealers in this section who suffered any great loss on account of the flood, but presume some of the people in the river districts have. There was no loss of life in Kokomo, but property loss was pretty heavy. Peru and Logansport have been hit much harder than Kokomo but there has not been the loss of life in these towns first reported. We have never seen anything like this flood in this section of the country.—Morrisson & Thompson Co.

#### LOSSES HEAVY.

Brookville, Ind.—Water was 11 ft. higher than ever known before. Fourteen lives were lost as the result of the flood. Many horses and cattle drowned. F. A. Wright's loss on wheat, flour, machinery and building is estimated at \$2,000. Our own loss is about half that amount. We had 900 bus. of wheat under water, 10 tons of fertilizer, 60 bbls. of Portland cement, 3 tons of cotton seed meal and a small amount of corn. No doubt we will suffer some loss on machinery. Our county suffered the loss of many bridges and roads, likewise the railroad company.—J. H. Masters & Son.

#### EVANSVILLE SUFFERED VERY LITTLE

Evansville, Ind.—The loss in Evansville through the flood has not affected any grain dealers that we know of, other than property loss. New Harmony suffering more than any place in this vicinity. Evansville itself has only a small suburb in the inundated district, otherwise there has been very little damage.

On account of washout by railroad, we have been entirely cut off from the East, North and West, the L. & N. track being the only one open. The Southern Railway will open today (April 5) to passengers and tomorrow for freight.—Igleheart Brothers.

#### DAMAGED BY WIND ONLY.

Frankfort, Ind.—The flood, and storm damage in this immediate territory has been considerably overestimated, and we know of no elevator in this county that has been at all damaged by the high water. The windstorm on the 27th ult. caught the top of the Clinton Grain Co's elevator, which is just across the track from our plant, carried it over our mill building and landed it against a dwelling a square away. The rains that followed gave the elevator a good soaking, but they were fortunate in having a very small stock of grain, and that happened to be in bins under the main roof. We lost the roof of one side of the mill and the iron siding of the elevator was damaged some by the



flying timbers. Several elevators in the county lost smokestacks, doors, etc., but the majority were extremely fortunate.—J. T. Sims Grain Co.

## NO LOSS TO GRAIN DEALERS.

Fort Wayne, Ind.—There has been no loss of life or suffering among the grain dealers in our territory on account of the recent flood that visited our city and vicinity.—Niezer & Company.

## INDIANAPOLIS CONDITIONS GREATLY EXAGGERATED.

Indianapolis, Ind.—We have been practically off the map for more than a week with no grain arriving here and with the railroads unable to forward to other markets. The situation here has been greatly exaggerated by outside newspapers. While the property loss has been quite heavy, we were quite fortunate in having only a very few lives lost.—Bert A. Boyd.

## MUCH CORN LOST.

Evansville, Ind.—High water has certainly done a great deal of damage in Southwestern Indiana and Southern Illinois. It is hard to tell what the extent of damage has been to the wheat fields, but practically all the wheat territory down here has been covered to a greater or less extent, with no question as to some damage. A great deal of corn in cribs in the Ohio and Wabash River bottoms has been damaged and much of it is a complete loss. This applies all the way down the river from Rockport to Shawneetown and on both sides.

The Evansville damage amounts to inconvenience more than anything else, as no great amount of property damage has been reported here.—W. H. Small & Co., A. F. Files, V. F.

## MANY CARS OF GRAIN UNDER WATER

Indianapolis, Ind.—While there is a world of distress in this territory of both a business and personal nature on account of the flood conditions, and while there are hundreds homeless, we know of none engaged in the grain business who need personal help, food or clothing.

There were many cars of grain under water and of course the loss to grain men and manufacturers will be enormous, but we are glad to record that so far as we know none will need personal assistance. It will take weeks and months after the flood subsides to get tracks and bridges rebuilt and the business back to normal condition. Most of the grain people seem hopeful, altho as a matter of course there is some despondency.

So far Indianapolis has taken care of her own people and even helped the outside. We are glad to have you give this publication, because the report has gone out that this city was practically inundated, whereas the inundated district comprised perhaps not to exceed one-tenth of the city proper. While of course it is bad, almost beyond description, in the flooded district and for everybody, yet the citizens are going ahead helping one another and the outside world.—The Bassett Grain Co.

## MUCH CORN WASHED AWAY.

Indianapolis, Ind.—With reference to the damage that the grain dealers of the state have sustained from the flood, will say that I have sent out a great many letters and have had but few replies.

They indicate but little damage has been sustained by them and that principally by the wind storm that preceded the rains.

There are several places where we know heavy damage has resulted to the towns where elevators are located, from which we have heard nothing, and we apprehend our people have sustained serious damage in these places.

I have been advised that particularly south of Terre Haute in the Wabash and White River valleys, much cribbed corn that was owned by farmers has been destroyed.

One dealer advises that within the radius of his territory, he believes the farmers have lost at least 50,000 bus. of corn that was in cribs within the water limits.

I have no doubt the grain dealers in the southwestern part of the state have lost considerable, but up to the present time we are unable to get reports on which to base an intelligent calculation.

We know of but little damage to the growing crop except in the Wabash and White River valleys, where the water has covered the wheat so completely that it has killed it in many instances.

The wheat growing on high lands has been improved by the rainfall, so that the state at large will probably not suffer seriously on account of the rains, in so far as the growing crop is concerned.—Chas. E. Riley, Sec., Ind. Grain Dealers Ass'n.

## 11 FEET OF WATER IN PERU ELEVATOR.

Kokomo, Ind.—The Kokomo elevators suffered nothing except the loss of business. Neither has any of the dealers in the surrounding towns only slightly. West Middletown, part of the roof was blown off. At Peru things were different. The water simply ruined everything in Week's Bros. office. Their damage has not been estimated as yet. The water stood 10 or 11 feet in their elevator and as yet I have not been able to find either of the Weeks brothers. The property loss in Peru was very great and the loss of life will hardly exceed 12. At first it was feared there would be hundreds on the death list.

We are getting back into line now (Apr. 2), so that we are receiving mail and telegrams and some telephone service. Our water, gas, heat and electric lights have been restored. In times like these our interests are one, and from all accounts all sections of the country have given and offered aid.—F. H. Farnsworth.

## CASH PAYMENT RULE

### Adopted by Exporters.

The council of the North American Export Grain Ass'n, which was formed a few months ago, has stricken at the root of one of the evils afflicting the trade by adopting its first rule Mar. 25 to require cash payment for grain.

Rule No. 1 provides that "On and after May 1, 1913, all sales of grain to the United Kingdom by the members of the North American Export Grain Ass'n shall be for payment by cash in London in exchange for shipping documents."

Notification to members in all American markets has been sent by the executive com'tee, composed of S. F. Engs, E. S. Jaques and F. E. Marshall; and correspondents in the United Kingdom have been notified accordingly.

Under the present system, which was established by the London Corn Trade Ass'n many years ago, payment for grain exported is not required until 60 days after the receipt of the shipping documents. These terms were agreed upon when all grain shipped abroad was carried in slow sailing vessels, and is unfair when the grain is moved in fast steamships reaching the other side in 10 to 12 days. As rates of interest are unusually lower in Europe than in the exporting countries, it is only fair that the buyers should pay cash.

The change from the old 60 days' sight draft basis has been steadily resisted by British buyers, altho it has been the rule to sell for cash to continental buyers for some years past. A great portion of the European grain trade with America is done upon the London form of contract, which in many respects has been quite satisfactory to American sellers, but the London Corn Trade Ass'n has always refused to alter the payment clause to suit American notions, altho 60-day drafts have long been obsolete, having been based upon the old days of long sailing voyages.

All of the exchanges in the United States and Canada having export interests are members of the Ass'n, and as such bind their exporters, who are themselves contributing members, and sustain the work. The latest accession to the membership is the New Orleans Board of Trade, which has named C. B. Fox, the prominent local exporter, as its member of the governing council.

The American exporters are quite enthusiastic over the work of the Ass'n, which they think should have been formed a generation earlier, so that some of the problems of the trade might have been solved by their predecessors, who frequently sustained heavy losses that might have been avoided by unity of interest and effort.

## NEW PRESIDENT OF THE Milwaukee Chamber of Commerce.

P. P. Donahue was elected president of the Milwaukee Chamber of Commerce at the annual election, April 7.

Mr. Donahue has been connected with the grain and milling trade since he was 17 years old, when he started to work in a Wisconsin flour mill. Later he represented Minnesota mills on the road, selling flour in Illinois and Wisconsin, after which he was associated with Chas. R. Lull & Co. of Milwaukee, where he had full charge of the flour and wheat departments. He remained with this company for 11 years, and in 1907 engaged in the grain, flour and feed brokerage business on his own account. Three years later, June 1, 1910, he, with H. P. Stratton, incorporated the Donahue-Stratton Co., which has recently leased Elvtr. "A" of the C. M. & St. P. Ry. Co.

Mr. Donahue also served an apprenticeship as a wheat buyer for the Daisy Roller Mills and a cereal company of Milwaukee, and was employed by the Star & Crescent Mfg. Co. of Chicago. He has been four times a director of the Chamber of Commerce, and has also served a term as second vice-president of the exchange.

A portrait of Mr. Donahue is reproduced herewith.



P. P. Donahue, Milwaukee, Wis. President Chamber of Commerce.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### WHERE OBTAIN ZINC FOR SIEVE?

*Grain Dealers Journal:* Where can I get the zinc out of which to make grain-cleaner sieves? I have the frames and need only the zinc.—J. C. Walters, mgr. Farmers Elevator Co., Blabon, N. D.

**Ans.:** The zinc or other perforated metal to fit your sieves can be obtained by writing to the manufacturer of the grain cleaning machine.

### DISPOSITION OF BIN BURNT OATS?

*Grain Dealers Journal:* If oat shippers can give us any light on how to handle bin burnt oats advantageously they will confer a great favor, as we have more than our share of the stuff, and would like very much at least to get out even. Any light on this subject or a review of the experiences of others will be greatly appreciated by—Illinois.

### LIABILITY OF RAILROAD FOR DESTRUCTION OF ELEVATOR.

*Grain Dealers Journal:* We would like very much to know the liability of the railroad company for running train off track and damaging an elevator located on ground leased from the railroad company.—Griffiths Grain Co., Baileyville, Kan.

**Ans.:** If the contract for lease of ground is signed by both parties and provides for the release of railroad company from all liability to owner of buildings erected on the ground for damages resulting from fires started by sparks emitted from passing locomotives or for damage to buildings by derailed cars, then you may experience some difficulty in collecting, unless it can be shown that the damage was the result of carelessness on the part of the railroad employees. Inasmuch as your loss seems to have been caused by an accident, which could readily have been prevented, had the brakeman been able to communicate with an alert engineer, it would seem to be good cause for railroad company's bearing the cost of rebuilding your elevator.

### IS SHIPPER RESPONSIBLE FOR ERRORS OF FREIGHT AGENT IN QUOTING RATES?

*Grain Dealers Journal:* I note on page 388 that the Supreme Court of the U. S. has reversed the Kentucky courts and held that the failure of the I. C. R. R. in posting its latest tariffs does not make it responsible to the shipper for the error of its station agent in quoting an old rate of 10c per 100 lbs. when a new tariff had been published and filed with the Interstate Commerce Commission, altho not filed at Henderson.

For the benefit of grain shippers everywhere who sell delivered, and for buyers who contract grain ahead, I would like to know how they are to be protected against being intentionally misled by freight solicitors and freight traffic managers, who know full well that they can secure the shipment of the grain over their lines by quoting a rate lower than the legal rate. The decision of the Supreme Court of the

U. S. is not right. The shipper must have some protection or be ruined by scheming freight traffic officials. I would like very much to know the way out of our dilemma.—A Shipper.

### WHERE TO OBTAIN PHOSPHATE?

*Grain Dealers Journal:* We wish to procure a small car of phosphate and would like to have quotation with freight paid to Hopkinton, Ia., specifying minimum weight and time of shipment. The mineral is to be used by a farmer to fertilize his farm.—Oxley Seed Co., Gibson City, Ill.

### RELIABLE CLAIM COLLECTOR WANTED.

*Grain Dealers Journal:* We would appreciate it very much if you would give us the names of firms or persons making a specialty of collecting freight claims for grain shippers. We have some leaking reports from the markets on cars that were short. We want the name of some firm whom we can depend upon to give our claims attention and pay us the money collected or return the papers within a reasonable time.—Routt Lbr. Co., Alexander, Ia.

### IS CARRIER LIABLE FOR WATER DAMAGE?

*Grain Dealers Journal:* On the day water was rising rapidly in our city, we had a car of bran arrive in the B. & O. R. R. yard. We paid for the bran on the preceding day, but up to the present writing the B. & O. have not delivered the car, and it may be two weeks before it can deliver it to our siding. If we could unload the bran now, we feel certain we could save the greater part of it, but if the railroad holds it back a week or two longer the bran will become sour, moldy and worthless. We would like very much to know if the B. & O. can be held responsible for any or all of the loss which will surely result from its neglecting to handle this car promptly. Any light brother dealers can give us on this subject will be greatly appreciated by—A. H. B., Youngstown, O.

### EXCESSIVE DEMURRAGE?

*Grain Dealers Journal:* About Mar. 1 I ordered three cars for corn and the railroad company did not deliver them until Mar. 10, at which time the roads were breaking up, so the farmers could not deliver the corn until Mar. 17 and 18.

The local agent charged me demurrage for the days Mar. 13 to 18, making \$4 each for two cars and \$5 for one car, total, \$13.

If the Grand Trunk Ry. Co. had furnished the cars in time I would have had them loaded before the roads got bad. Can I recover this demurrage from the railroad company?—Arden Hay, Union Mills, Ind.

**Ans.:** Grand Trunk tariff I. C. C. No. 1808, effective Sept. 1 and now in force contains the following:

Rule 8. Claims. No demurrage charges shall be collected under these rules for detention of cars thru causes named below. Demurrage charges assessed or collected under such conditions shall be promptly canceled or refunded by the carrier.

Sec. A. Weather interference. 1. When the condition of the weather during the prescribed free time is such as to make it impossible to employ men or teams in loading or unloading, or impossible to place freight in cars, or to move it from cars, without serious injury to freight, the free time shall be extended until a total of 48 hours free time, free from such weather interference, shall have been allowed.

When a shipper claims exemption under this rule agent must obtain a written statement from him to the effect that conditions were such as are set forth in this rule.

Technically carrier's delay in furnishing cars does not enter into the question; but the shipper is entitled to refund of demurrage under the weather rule.

### LIABILITY OF CARRIER FOR FLOOD DAMAGES?

*Grain Dealers Journal:* In view of the recent floods in Ohio and elsewhere it will doubtless be of interest to the grain shippers to know what their rights are in the event of loss or damage by flood.

The uniform B/L evidently releases the carriers from liability in the event of flood. Can not the Journal inform its readers in next number just what are their legal rights in case of loss or damage by flood?—M. G. Rankin & Co., Milwaukee, Wis.

**Ans.:** The courts of last resort have given many decisions growing out of damage by the elements, so that it is practically possible to find a parallel case as a guide to the law in any given case.

The carriers are held to strict performance of their duty to the shipper, and become liable when negligent, or when their negligence is the proximate cause of the loss. The following decisions of the courts fairly present the liability of the carrier for loss involving flood:

Carrier's liability terminates on delivery of loaded cars of grain to spur tracks on premises of elevator company for unloading.—*Paddock v. T. & O. C. R. Co.*, 27 Ohio Cir. Ct. Rep. 626.

Even if damage is caused by act of God the carrier is responsible if the accident is the remote and not the immediate cause of the loss, and could have been avoided by prudence and proper care.—*B. & O. R. Co. v. Morehead*, 5 W. Va. 293.

In case of loss of goods the presumption of law is against the common carrier; and, when he sets up the defense that the loss of the goods was occasioned by the act of God the burden of proof is upon him to establish that fact.—*Van Winkle v. S. Car. R. Co.*, 38 Ga. 32.

Where a carrier negligently delays a shipment so that it is destroyed by an act of God which would not have destroyed it except for the delay, the carrier is liable.—*Green-Wheeler Shoe Co. v. C. R. I. & P. R. Co.*, 130 Ia. 123.

Where a carrier held cotton 11 days at origin and town was destroyed on the 11th day the carrier was guilty of negligence and was precluded from claiming that the cotton was destroyed by an act of God.—*Ala. Gt. Sou. Ry. Co. v. Quarles*, 145 Ala. 436.

While a carrier may contract against some of its common law liabilities it cannot by special contract relieve itself of all such liabilities nor of the results of its own negligence.—*Nashville, C. & St. L. R. Co. v. Hinds*, Court of Appeals of Ala. 59 South. 670.

Where a railway company received a carload of wheat for transportation, and, owing to delay in carriage and delivery at the point of destination, it was still in possession of the company, when a large part of it was destroyed by an unusual storm, the company is not liable for conversion of the wheat so destroyed.—*Gulf, C. & S. F. Ry. Co. v. Darby*, 28 Tex. Civ. App. 229.

A carrier is a practical insurer of freight received for transportation against all losses except those arising from an act of God, the public enemy, the public authorities, the act of the shipper, and the inherent nature of the goods, and, regardless of any contractual exceptions, proof of the carrier's negligence is immaterial, where a loss is not due to the excepted cases.—*Lacey v. Oregon Ry. & Nav. Co.*, Supreme Court of Oregon, 128 Pac. 999.

Where the defendant road was justified in refusing to accept plaintiff's shipment of freight contained in cars placed on defendant's track, it was under no obligation to push such cars at plaintiff's request to a platform to be unloaded, and hence was not liable for loss of the shipment by reason of a flood inundating the tracks, tho by complying with such request the loss might have been avoided.—*Gray v. Wabash R. Co.*, 119 Mo. App. 144.

A common carrier is responsible for injuries to freight by a flood, where at the date the goods were delivered the officer in charge of the United States Weather Bureau notified all railroad companies of the coming flood and warned them to guard their property in the low lands, and the carrier exposed the goods negligently to injury, and it can not in such case plead the act of God in defense.—*Wabash R. Co. v. Sharpe*, Neb. 107 N. W. 758.



## TO SUE INITIAL OR DELIVERING CARRIER?

*Grain Dealers Journal:* In our case against the railroads for delivery of shipment without surrender of B/L, our attorney calls our attention to the fact that on the back of the B/L is a clause releasing the carrier from liability beyond its own road, and thinks we should bring suit against the delivering carrier.

We understand that the Interstate Commerce Commission has made a ruling that regardless of this clause the originating carrier is held responsible. Can the Journal cite us to any ruling to this effect?

Is the provision in the B/L requiring surrender of B/L for the sole benefit of the carrier?—F. E. Kelsey, mgr. the Farm Produce Co., Cass City, Mich.

**Ans.:** Under the Carmack amendment to the Interstate Commerce Act the shipper has his choice whether to sue the originating, delivering, or any intermediate carrier. All are equally liable; and the originating line has a right of recovery against the delivering carrier, if the latter caused the loss.

Sec. 20 of the Interstate Commerce Act provides: That any common carrier, railroad or transportation company receiving property for transportation from a point in one state to a point in another state shall issue a receipt or B/L therefor and shall be liable to the lawful holder thereof for any loss, damage or injury to such property caused by it or any common carrier, railroad or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contract, receipt, rule, or regulation shall exempt such common carrier, railroad or transportation company from the liability hereby imposed.

**Liability of Initial Carrier.**—The initial carrier of an interstate shipment is subject to federal regulation, and hence may not limit its liability to loss or damage occurring on its own line, but is responsible for any loss or injury caused by it or any connecting carrier.—*Atlantic Coast Line R. Co. v. Ward*. Court of Appeals of Alabama. 58 South. 677.

**Carrier's Liability for Loss Beyond Line.**—A carrier voluntarily receiving property for transportation to a point on another line in another state, is, under the Carmack amendment of June 29, 1906, to the interstate commerce act of Feb. 4, 1887, conclusively treated as having made a thru contract of carriage, rendering it liable for the other carrier's failure to deliver the shipment to the consignee.—*G. H. & S. A. Ry. Co. v. Wallace*. Supreme Court of the United States. 32 S. C. R. 205.

**Connecting Carriers.**—Carmack amendment of June 29, 1906, to the act of Feb. 4, 1887, making the initial carrier liable for damage occurring to a shipment on the line of a connecting carrier, is intended merely to give a cumulative remedy, and does not prevent the shipper from maintaining an action against the connecting carrier.—*Balt. C. & A. Ry. Co. v. Sperber & Co.* Court of Appeals of Maryland. 84 Atl. 72.

The provision in the B/L is not for the sole benefit of the carrier, but becomes available to the shipper, if he signed the B/L. These points are covered in the following decisions, republished from the "Supreme Court Decisions" column of the Grain Dealers Journal:

**Common carriers** must recognize transfers of Bs/L and consignments of goods, and unless protected by proper vouchers, cannot assume to deal with consignments as always actually and beneficially belonging to the consignee.—*Walker v. Detroit, G. H. & M. R. Co.* 49 Mich. 446.

**Delivery of goods** by a carrier on order of the consignee without presentation of B/L to one who had paid the consignee therefor, vests title as against one to whom after such delivery the consignee transfers the B/L.—*Anchor Mill Co. v. B. C. R. & N. R. Co.* 102 Iowa 262.

**Common carriers** are bound to make delivery of goods according to their address. They are answerable for frauds upon themselves, but not for frauds upon the shipper, of which they are not chargeable with notice.—*The Drew*. 15 Fed. 826.

**At common law**, liability of a common carrier ceased on delivery of the goods to the owner or consignee, notwithstanding the fact that the B/L was not presented or surrendered; and, tho the bill was afterward sold to a third party for value, he

could not recover from the company.—*Mairs v. B. & O. R. R. Co.* N. Y. App. Court. 175 N. Y. 409.

**Notice of Draft to Carrier.**—Where a B/L unconditionally directs the carrier to deliver the goods to the consignee named, the carrier is not guilty of negligence by doing so, without requiring the production of the B/L, so as to render it liable to the consignor for the goods, because he attached to the B/L a sight draft on the consignee, and sent it to a bank for collection, in the absence of notice to the carrier of such draft.—*Nebraska Meal Mills v. St. L. S. W. Ry. Co.* 64 Ark. 169.

**Signing B/L.**—Where a B/L provided that, if the shipper did not elect to sign and accept the conditions printed thereon, the property would be transported at the carrier's liability, limited only as provided by common law and the laws of the United States and the several states and the shipper signed no acceptance of the conditions, a further provision of the B/L that its surrender, properly indorsed, should be required before the delivery of the property at destination, had no application to the shipment.—*A. H. George & Co. v. Louisville & N. R. Co.* 88 Miss. 306.

## COLLECT YOUR OWN CLAIMS.

*Grain Dealers Journal:* Regarding collection of R. R. claims, would suggest to Messrs. Sam Williamson & Son of Salt Lake City. Do it yourselves if possible.

With clear, creditable records at loading and unloading points, we think shortages are collectable in most states. The following are well known facts:

1st—Cars are frequently left unsealed over night at shipping points.

2d—Are frequently found with seals broken and resealed by agents at shipping points.

3rd—Cars are often checked through O. K. by conductors and agents at destination who never see the seals.

4th—Most car doors can be loosened sufficiently to get grain (especially bulk stuff) out of cars without breaking seals.

5th—Holes can be bored through bottoms of cars and plugged.

6th—And a great many cars leak badly when in moving train or when being switched about, when they appear O. K. while standing.

When payment is refused, get the secretary of your Grain Dealers Assn to help you. These officers are generally well posted and very influential. As a last resort, use your home attorney, but don't let your claims run out of date.—Yours truly, Hughes & McCoy, Howe, Tex.

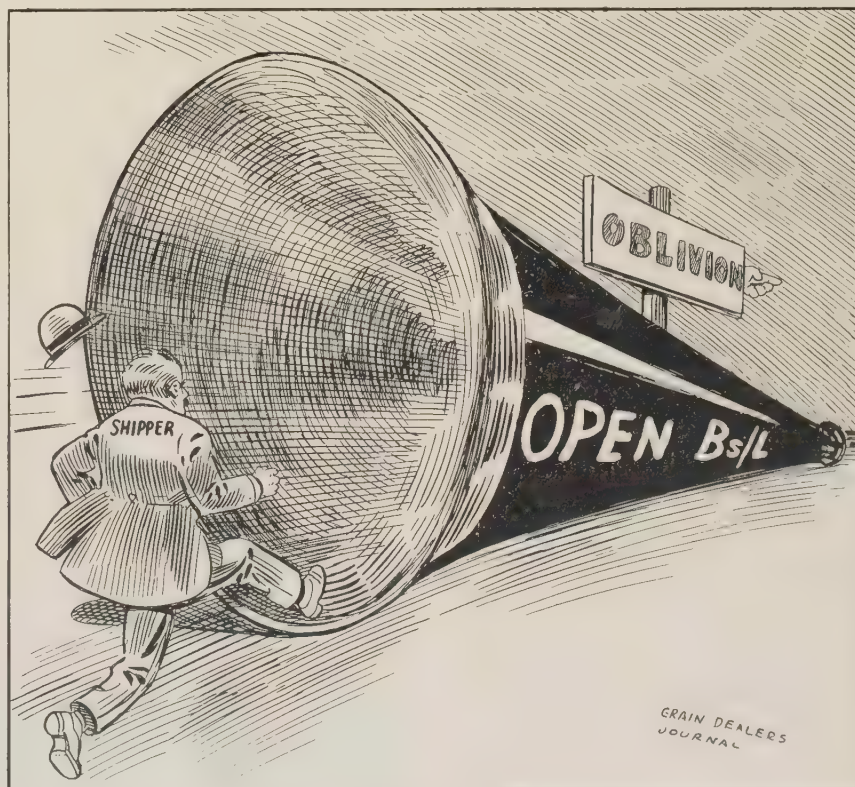
## NEW TARIFF BILL CHANGES Many Rates.

The new tariff bill was presented to the House of Representatives on April 7 by Oscar W. Underwood, Chairman of the Ways and Means Committee and Democratic floor leader. The bill is indorsed by President Wilson. A caucus of the members of the House will be held immediately for the purpose of securing their adherence to the bill as a whole; and with a democratic majority in both branches of Congress, a strong effort will be made to pass the bill without further changes.

Of the many changes in import duties made by the proposed tariff, the following will affect the grain trade: The import duty on wheat is reduced from 25c. to 10c. per bu., cleaned rice from 2c. to 1c. a pound, oats from 15c. to 10c. per bu., buckwheat from 15c. to 8c. per bu., and barley malt from 45c. to 25c. per bu.

Flour and corn are among the articles placed on the free list. Hemp and hemp tow has been reduced from 1c. to ½c. a pound. Hackled hemp is reduced from 2c. to 1c. a pound. Linseed oil has been reduced from 15c. a gallon to 12c.

Included in the much-discussed sugar schedules is glucose, the rate on which is reduced from 1½c. to 1¼c. per pound. The reduced rate will be effective for three years, after which glucose will be placed on the free list.



Shipper Who Persists in Using the Open B/L Route, Reaches Little End of Horn Quickest.



# Letters

## From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### DEFAULTED ON SALES.

*Grain Dealers Journal:* Knowing your interest in fair play and your desire to show up those who are not disposed to deal honorably, I give you authority to publish this letter.

It was thru a Memphis banker that I had the misfortune to meet Mr. Geo. Heakes of Fred Heakes & Son, then having desk room at 66 Broad of Trade, Chicago, with a branch at Mobile, Ala.

By passage of wires, properly confirmed and accepted by Fred Heakes & Son, I sold on Sept 16, 1912, 20 cars, on Sept. 17, 1912, 10 cars alfalfa hay to G. E. Patteson & Co. of Memphis for account of Fred Heakes & Son, they voluntarily naming my brokerage as \$5 per car.

The market advanced sharply and up to this date they have never shipped a car; have never paid G. E. Patteson & Co. one cent damage; have never paid me one cent brokerage.

They are defaulters as shippers and welchers as to brokerage.

I write this letter with the full knowledge that they will never pay me one cent after publication, but the public is warned.—Yours truly, E. W. Wyatt, Memphis, Tenn.

### HIGHER FREIGHT RATES; PAY FOR COOPERING.

*Grain Dealers Journal:* The railroads are receiving considerable abuse nowadays at the hands of shippers, and rightly. Shippers along many lines have just cause for persistent complaint. However, we cannot afford to overlook the railroad's side of the trouble. So many unreasonable laws are being passed which hamper the operation of the railroads that operating expenses are naturally increased and the payment of dividends made more difficult. The wages of employes are being increased and working hours reduced, with the result that the operating expenses of the railroads are continually increased.

A few days ago a thru freight train from St. Louis became stalled. The working time of the crew in charge expired, so it became necessary to send out another crew to bring in the train. The second crew met with more misfortune, with the result that it was necessary to send a third crew to bring in the train. One crew received pay for 2 days overtime, the other for trip and one day overtime and the last crew which was called received pay for a full day, altho it was only out an hour.

Under such working conditions, increased freight rates are inevitable, but when the increased rates are granted, shippers should see to it that the money is expended to improve the service of the railroads. All of them need better equipment.

We would favor enforcement of the law requiring them to furnish track scales for the weighing of all grain.

We also believe that the railroads should be required to compensate us for time expended in placing cars in condition to transport grain. Shippers expend thousands of dollars annually for material and labor in cooping cars, for which they do not even get a "Thank you."

If the grain shippers who read the Grain Dealers Journal have any convictions on this point, they ought to voice them. Let the trade know how you feel in the matter.—Baker, Jones & Co., Manhattan, Ill.

### INCREASING THE COST OF SHIPPING.

*Grain Dealers Journal:*—I think it is next to impossible to raise the freight rates on commodities. The only thing the railroads can do, without incurring the displeasure of the public, would be to lower the freight rates and increase the wages of employes. So many pin-headed politicians are lying awake nights, planning fool legislation, whereby they can gain cheap notoriety and increase the chances of re-election, that the life of all corporations is made anything but pleasant.

Minnesota has enacted a law requiring us to install electric headlights on each engine. That means \$200 extra for every engine. The legislatures of Illinois and Iowa are planning full crew bills, which means that each train must carry a crew of six men. Every railroad man knows that such a requirement is absurd, especially as relates to thru freight trains and passenger trains. The public cannot expect to continue indefinitely increasing the cost of our doing business without our increasing rates. If we were but fairly treated, increased efficiency would bring us more profits, the public would get better service, and all would be better off. Fool legislative regulation of the railroads must stop or the rates must be increased, in order that the railroads may continue to do business.—Jas. Lorton, Asst. Supt., C. G. W. Ry., Oelwein, Ia.

### OPPOSED TO INCREASED FREIGHT RATE.

*Grain Dealers Journal:* I am convinced the railroads derive more profit from the transportation of grain than they do from any other class of freight which they

handle. If it is absolutely necessary for them to increase their freight rates, then they should first increase the rates on the classes and commodities they now transport at a loss. Packing house products are transported practically without profit to the carrier. Coal is also transported at too low a rate. The grain trade should not be made the goat by the railroads. Grain shippers, as a rule, will no doubt gladly join in a protest and petition for a hearing, that the railroads may be required to show why the rates on other classes and commodities of freight are left at present figures and the rates on grain increased. The grain shippers of Illinois are not the only ones demanding better service from the railroads.—Paul A. Balbach, Pontiac, Ill.

### WILL NOT STORE GRAIN.

*Grain Dealers Journal:* We have decided henceforth to refuse to store grain for our customers, and it may be of interest to dealers elsewhere to know our reasons for taking this stand.

Many farmers market their oats direct from the machine, and oftentimes they are No. 3 or possibly No. 2 oats. Upon their delivery it became incumbent upon us to acknowledge receipt of this grade of oats. Gradually the elevator becomes filled with stored oats, and in order to make room for the receipt of other oats, some must be shipped. By this time they have gotten into a sweat, and will not grade. Oftentimes we were discounted 2 and 3c a bushel at destination. The longer we held the oats the more they lost in weight, and we stood the shrinkage.

Oftentimes when we held oats until they went thru the sweat, they became badly bin burned. Some of them took on the appearance of being fire burned. This involves the dangerous hazard of having your elevator burned, as is evidenced by numerous elevator fires the past winter, which were traceable directly to heating oats. When such oats are shipped out they are discounted from 5 to 15c a bushel. Regardless of this fact, the elevator man is called upon to pay the farmer for No. 3 oats, for that is what he received for. Storing oats also gives farmers the opportunity of speculating on the storage room furnished practically without cost.

We have concluded that storing grain

### O. M. JOHNSON DEAD.

After an illness of but a few hours O. M. Johnson of Huxley, Ia., passed away on March 23. Mr. Johnson was not well Easter Sunday; but apparently had recovered and was again at work Monday morning. Later in the day he became ill, and at five o'clock in the afternoon he died from heart failure.

Mr. Johnson was born in Norway Feb. 25, 1850. He came to America at the age of sixteen and settled in Central Iowa. After working in stores in Sheldahl and Cambridge for a number of years, Mr. Johnson went into business on his own account at Cambridge. Later he became interested in the grain business and purchased the elevator and lumber yard at Huxley.

Mr. Johnson had won for himself a host of friends in Story County. He was a man of great public spirit, and was actively engaged in church work. His loss will be keenly felt and deeply mourned. His wife and 4 children survive him. A portrait of Mr. Johnson is reproduced herewith.



O. M. Johnson, Huxley, Ia., deceased.



for farmers is mighty poor business policy. We know that it has pushed many grain dealers into bankruptcy, so henceforth farmers who unload oats into our elevator must sell them immediately. We feel certain that the grain trade would be much better off if storing for farmers was abolished for all time. If any dealers can show us where we are wrong, we would be very glad to know of it.—Saunemin Grain Co., G. J. Carson, Mgr., Saunemin, Ill.

## NOT A GOOD SHIPPING TERRITORY.

*Grain Dealers Journal:* The C. G. W. R. R. from Dyersville, Ia. to New Hampton, Ia., serves a territory where practically all the grain is fed to hogs and cattle. Farmers insist that corn fed to hogs at present prices brings them about \$1 per bushel, so the local buyers handle little else than oats and an occasional ear of flax or barley.

Most of the elevators are small and old fashioned, with a large working floor. They have gravity loading spouts. Some shippers insist that fewer elevators are needed and that better conditions will be brot about thru the consolidation of existing firms and the building of a modern up-to-date elevator at each station.

Another thing greatly needed is friendly relations among the shippers at each station. Cut-throat competition should not be tolerated at small stations under any condition, yet at some points the shippers do not know their own competitors, and they give them only a formal nod as they pass on the street. The grain buyers of some towns are so poorly advertised that their fellow townsmen do not know their names or places of business. A little publicity and acquaintance with the people of the town will always be found a good investment.—A. H. M.

## FARMERS DECEIVE THEMSELVES AS TO GRAIN MAN'S PROFITS.

*Grain Dealers Journal:* The farmers as well as some men in other vocations say that the tradesmen in town have nothing to do and nothing to worry them and are

making money easy. Often these very farmers have an opportunity later in life to try the town life they believe to be so easy. They will work hard for a few years on the farm, make a good little home and prosper.

After a time the farmer concludes life on the farm is too hard, and with the money saved decides to move into town and go into business. Seemingly his new venture goes smoothly for a few years; but his fellow merchants learn that he has credited out a large amount of money and collections are very poor. By his walk and talk we can tell he is thinking about the little home and farm in the distance.

Farmers say that they do not get enough for their grain at the line elevators. They fail to consider that the market price is determined on the condition and grade of the grain, plus the expense of handling and the freight to some recognized market, such as Kansas City or Galveston. We will admit that it costs about \$7.50 to produce and deliver an acre of wheat. At 78 cents for 15 bus., this would give \$11.70 per acre. No big profit, especially this year of low prices.

To get better prices for their grain, the farmers should plant better seed, stack their wheat and deliver it to the elevator in better condition. No man knows what wet wheat is worth, and the only safe rule for the buyer is not to buy it at any price. In times past the wheat market at this place has been higher than at Kansas City. I suppose this was when the independent dealers were making 10 to 11 cents per bushel? Still some said they were not getting all their wheat was worth, and they shipped it on their own account, which is their privilege.

We are told that buyers at other stations are paying more for wheat than we are. This may be true; but it is known that some men will pay more for grain than it is worth just to keep the other man from having any business. Sometimes a man will pay more because he does not know what the grain is worth. All this is business suicide.

Farmers say that to have a better market they must organize a farmers elevator company. This may be so. Everybody

will admit that it costs more to operate three elevators than two. The argument that it will bring more wheat to town is not sound, as it will not be worth more money unless more is paid for it than it can be sold for. If this is the case, it is more business suicide.

It is not legitimate to pay more for grain than it is worth, as the elevator company so doing will be an unfair competitor both at its own station and at some other town, and it would be a shame to destroy the grain business at a town which is paying all the grain is worth.

One reason for the failure of many farmers elevator companies is that they are not versed in the business. We are living in a day of close competition and a man must be familiar with the details of the business to make it go. When men go into business without knowing anything about it, it is going to cost them something to learn. This is why 98 per cent of the merchants are failures financially.—E. Heflin, agent Millers Grain Co., Wilmore, Kan.

## MONTGOMERY GRAIN CO.'S

### Elevator at Stockton, Kansas.

A strictly up-to-date elevator in every particular is the elevator built by the Montgomery Grain Co., the past season, at Stockton, Kan. The construction and equipment with reference to stability and convenience can be duplicated, but not bettered.

The main building is 30 by 30 ft on the ground, with 36 ft studding. With reference to capacity a member of the firm said "we have 29000-bus. in the house if anyone wants to know what it holds." The driveway is 12 by 30 ft; the engine room 12 by 16 ft. No wood is used below the sill line. The entire building is iron clad, and made lightning proof by copper lightning arresters. All windows are protected by galvanized wire hail screen.

The house has 11 bins besides dump bins and cleaning bin. All bins, dump bins and cleaning pit have concrete floors, and all are hoppers to the boot and self-cleaning. The dump bins will hold over 1000 bus. The building is thoroly reinforced with six sets of stay rods, there being four ¾" rods to each set, and the rod timbers are 4x6 one piece timbers. Four inch washers are used under each nut and over the galvanized iron-flashing over the rod timbers.

The equipment of the plant consists of one 15-h.p. Otto Gasoline engine, one 5-ton wagon scale, set in reinforced concrete frame, one 1500-bu per hour Richardson Automatic Scale, set in the cupola which empties directly into the car by means of a direct spout made from heavy gas pipe, one 1000-bu per hour capacity Eureka Double Receiving Separator, with Automatic Centrifugal Oilers, one manlift running from bottom of pit to cupola floor, one stand of elevators with an elevating capacity of 1500-bu per hour, one Hall Non-chokable Distributor connected to the different bins by means of sectional steel spouting. All shafting throughout the house is 2-3/16" and all bearings are self-oiling, all set collars are safety set collars, the entire plant has eave troughs and down spouts to carry all surplus water away from the building, in fact there is no detail omitted to make the house complete.

The R. M. Van Ness Construction Co. designed the house and had the contract for the construction of the entire plant.

A photograph of the house is reproduced herewith.



Montgomery Grain Co.'s Elevator at Stockton, Kan.



## ANSWER BY BOARD TO GOVERNMENT Suit Against "Call" Rule.

Henry S. Robbins, attorney for the Chicago Board of Trade, will soon file answer for the defendants and the Chicago Board, in the suit brot by the United States Department of Justice, Feb. 11, to restrain the operation of the "call" as an unlawful restraint of trade, reported in the Grain Dealers Journal Feb. 25, page 286.

Defendants were served Feb. 13 with summons to appear in 20 days; but District Attorney Wilkerson has granted additional time, and Mr. Robbins has given him a preliminary draft of the answer, in which he says:

### ANSWER BY BOARD OF TRADE.

In the District Court of the United States; Northern District of Illinois.

United States of America, petitioner, vs. Board of Trade of City of Chicago.—In Equity.

Defendants deny that the Board of Trade dominates or controls the market in grain either as to the amount sold or shipped from other states to Illinois, or as to the prices thereof thruout a large part of the state of Illinois or the states adjoining.

The Board of Trade does not itself buy or sell any grain, its only business being to provide a meeting place.

Grain sold upon the Exchange in many instances is in transit for future delivery; and for the purpose of facilitating such sales and creating a broader and more constant market and to promote the convenience of members engaged in such trading, said Board of Trade has found it advisable and necessary to create and maintain certain market hours, between 9:30 a. m. and 1:15 p. m., and to confine such future trading to such market hours.

### "CALL" RULE.

Defendants deny that the effect of the call rule has been to fix arbitrarily, during the time the Board is not open for session, the prices of grain to arrive.

**The Elevator Monopoly.**—Before the adoption of said rule four or five persons engaged extensively in purchasing grain to arrive, controlling by lease practically all the grain elevators, drove out of business other grain buyers by overbidding and thus gave away a portion of their storage charges, and were able to and did acquire a monopoly and had crushed out competition.

In conjunction with said terminal elevators at Chicago said public warehousemen had acquired control of lines of country elevators, each warehouseman controlling exclusively the elevator system of one or more railroad lines; the understanding between the elevator owners being that the one operating on said line of railroad should be the only one of them to bid for grain to arrive. A frequent practice of the warehousemen was to agree among themselves each afternoon upon prices to bid the country for grain to arrive at Chicago.

**Call Increases Competition.**—Defendants aver that the only purpose in adopting the call rule was to increase competition by increasing the number of members of said Board who would participate in such bidding for grain to arrive upon the Exchange and in sending out bids to the country.

This has resulted in better prices being obtained by those wishing to sell and in providing a broader market and more purchasers for such grain to arrive and that the adoption of said rule has very much promoted competition and been beneficial and advantageous to all persons connected therewith, either as buyers or sellers of grain to arrive.

It is thought that the case will come to trial in court late in May

The best way anyone can invest \$1.50 is to subscribe for the Grain Dealers Journal. We enjoy the information we get from it.—A. C. Waters, Easton Grain Co., San Angelo, Tex.

Be sure and see that we do not miss a single copy of the Grain Dealers Journal. We value each copy more than the year's subscription.—C. A. Liggett & Sons, Baldwin, Kan.

## CORN-HANDLING PLANT AT Oakland, Ill.

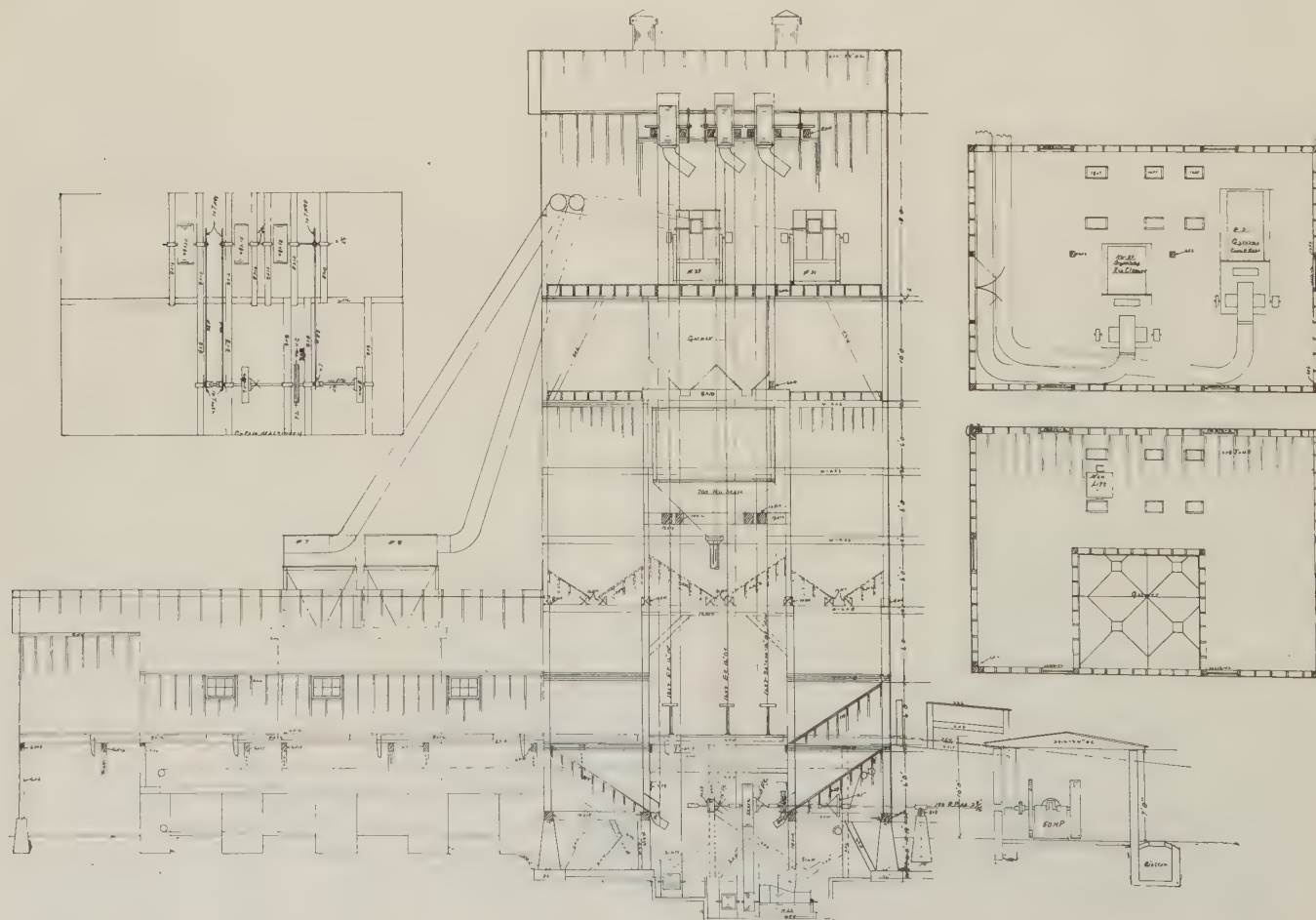
Illinois has many well equipped corn-handling elevators, designed to receive, shell and clean rapidly. One of the best is the new 40,000 bu. house of Henn & Beggs, built at Oakland, Ill., by the Reliance Construction Co.

This plant consists of a main elevator 34x36 ft., 78 ft. 3 in. to top of cupola. The engine room, which is 14x16 ft., 9 ft. high, is 10 ft. from the main plant. Adjoining the elevator on the opposite side is a crib 30x40 ft., 15 ft. 8 in. to plate. Adjoining the outer wall of the crib is a dust room 9 ft. 6 in. by 16 ft., 17 ft. 8 in. high.

In the basement of the elevator proper is the main shaft connected direct to engine shaft. From it power is transmitted to a No. 22 Western Sheller by means of a 22 in. 5-ply belt; to the line shaft in top story of cupola by means of a 1 1/4 inch rope and to the countershaft in basement by means of an 8 in. 5-ply belt. Power from basement countershaft is taken by means of bevel gear, to drive the chain feed running in the hopper of the corn crib underneath the driveway.

All bins are hoppers, so as to insure self-cleaning. Two of the legs are equipped with 16x7 in. buckets, and one leg with 18x7 in. buckets, all being placed 16 inches center to center. A 700 bu. hopper scale is placed above the working floor between the bins, so as to receive grain from the hoppers garner above it.

On the floor above the garner are one No. 31 Western Gyrating Cleaner and one No. 33 Western Gyrating Cleaner. Above these cleaners is a line shaft, from



Longitudinal Elevation and Cupola Floor Plans of Henn & Beggs' Corn Handling Plant at Oakland, Ill. (See Facing Page.)



which power is taken to operate the cleaners and the three legs. The head pulleys of two of the legs are 48x18 and the third leg is equipped with a 48x20 inch head pulley. Friction clutches placed at advantageous points on the line shafts, permit of the cutting out of different parts of the machinery, as suits the pleasure of the operator.

Grain may be spouted direct from hopper scale to car, or to the elevator boot; direct from cleaner to car or direct from the elevator head to car. Cobs are spouted from the cleaner out beyond the dust

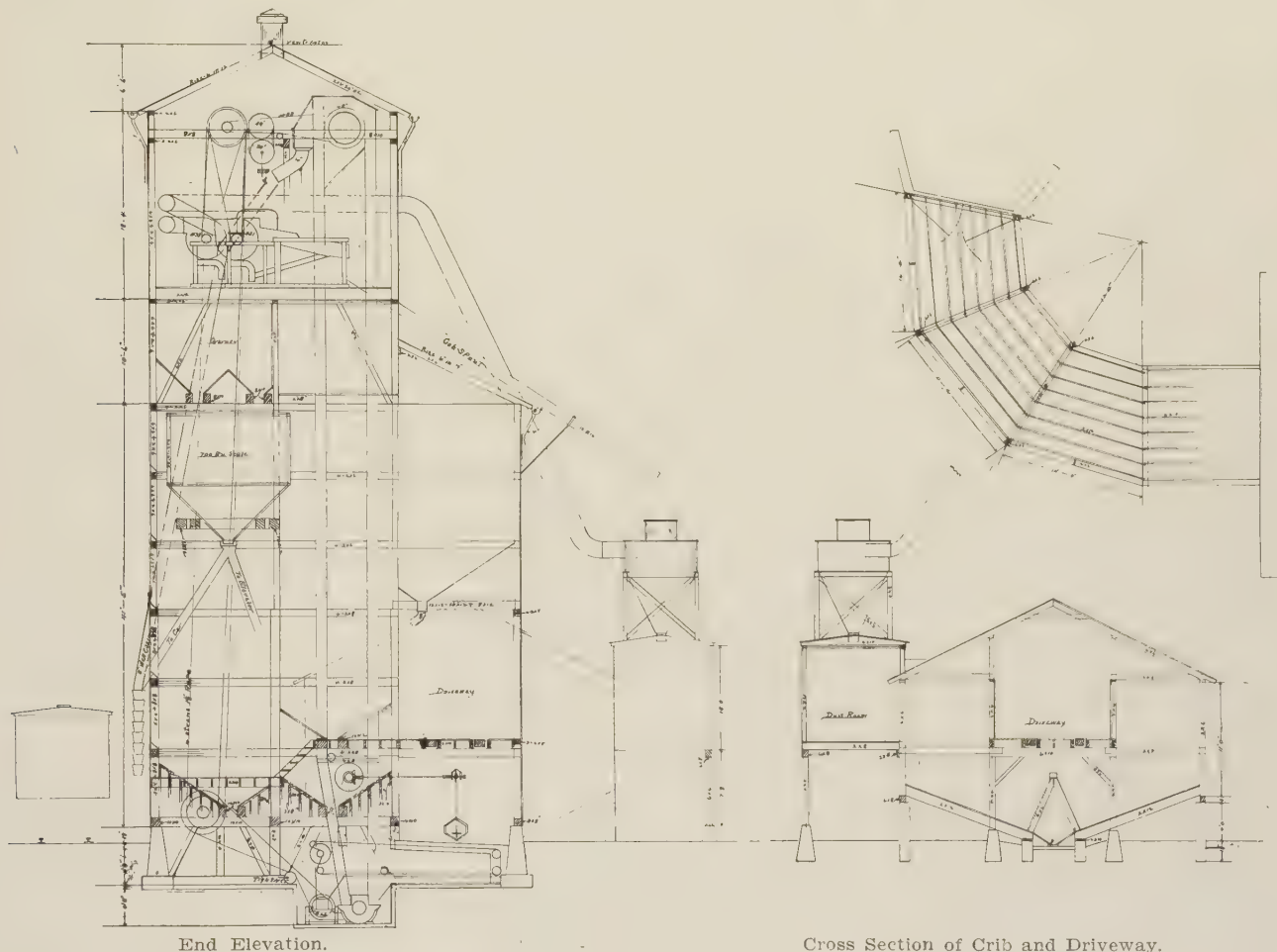
room, while the dust from the cleaners is spouted direct to two cyclone dust collectors surmounting the dust room. Two loading spouts, with flexible spouts at loading ends, afford ample facilities for filling cars. A ball-bearing manlift provides easy access to all floors, thus encouraging the operators to keep the machinery well oiled and reducing the cost of insurance 10c per hundred.

The power plant is equipped with a 50 h p. Anderson oil engine, which is connected direct with the main shaft. The driveway thru corn crib is equipped with

5 dumps, by means of which the corn is dropped to the floor of the crib and pulled away by a chain feeder to the sheller in the basement of the elevator proper.

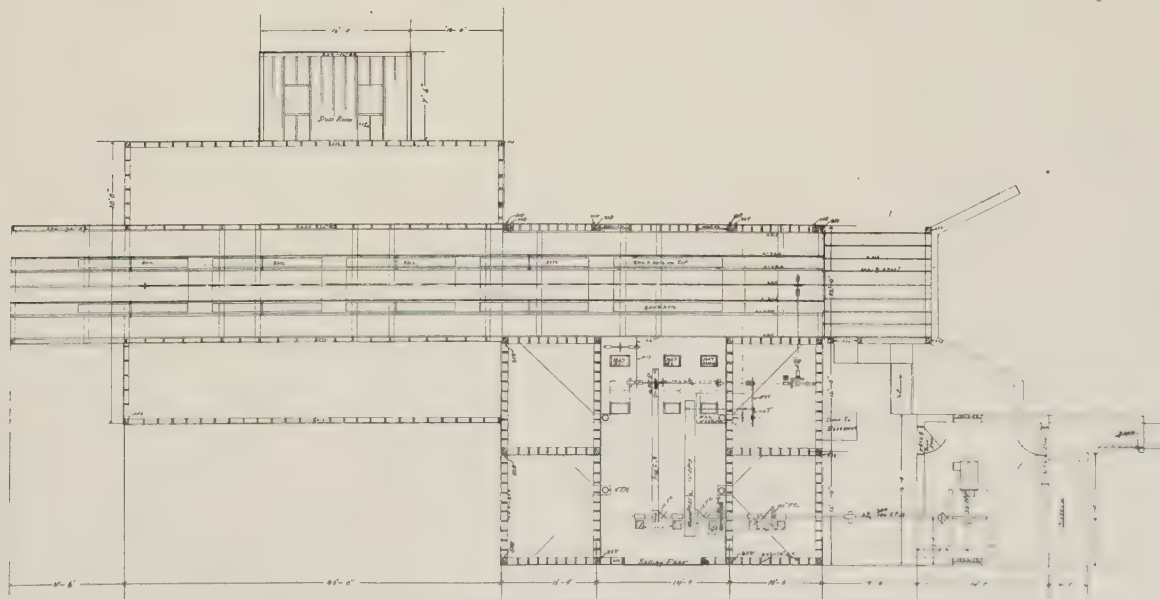
The entire plant is covered with iron, thus reducing the spark hazard and the cost of insurance. An unusual feature in this house and one of real advantage is the two ventilators in roof of cupola.

We are just beginning to learn the value of the Grain Dealers Journal.—Jno. W. Horn & Son, Lakeville, O.



End Elevation.

Cross Section of Crib and Driveway.



Ground Plans of Henn & Beggs Corn Handling Plant at Oakland, Ill.  
(See Facing Page.)



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Ottawa, Ont., Apr. 8.—Fall Wheat: Much of the new wheat entered fall of 1912 rather below the usual height, owing to late planting resulting from delayed harvesting and general wet weather and light covering of snow during the winter. The comparatively mild temperature prevailing during the winter has kept the crop from serious injury, more damage being done by floods on low fields than from any other cause; the present outlook for fall wheat is favorable.—Dept. of Agriculture.

### ILLINOIS.

Symerton, Ill., Mar. 26.—At least 60% of corn in the farmers' hands.—P. W. Walsh.

Joliet, Ill., Mar. 31.—An average of 40% of oats in farmers' hands at our six stations.—Truby Grain Co.

Rochelle, Ill., April 1.—About 40% of the oats and only 20% of corn in farmers' hands.—P. R. Dietrich.

Freeport, Ill., Apr. 2.—Nothing moving now; no grain expected until after corn planting.—B. P. Hill Grain Co.

Rochelle, Ill., Apr. 1.—Little grain moving now; oats sowing will commence latter part of week; usual acreage.—Morris Kennedy.

Wilmington, Ill., Mar. 31.—Farmers hauled crop early; only 20% of corn and 10% of oats left in farmers' hands.—Wm. Godel.

Emington, Ill., Mar. 26.—Corn all good quality; oats only fair; 50% of corn and 30% of oats in the farmers hands.—G. C. Tjardes.

Forrest, Ill., Mar. 25.—About 40% of corn and 30% of oats left in farmers hands; oats nearly all badly bin-burnt.—Henry Wendell.

Lodge sta., Monticello p. o., Ill., Mar. 28.—About 30% of corn and 20% of oats in farmers' hands.—G. J. Timmons, mgr. Roy H. Jones & Co.

Elwood, Ill., Mar. 31.—About 50% of corn and 40% of oats in farmers' hands; movement light; holding corn for 50 cts.—Wm. Schumacher.

Aurora, Ill., Apr. 1.—About 50% of corn and oats in farmers hands; practically nothing moving. We grind all our own grain.—S. A. Steck & Co.

Homer, Ill., Mar. 19.—Average acreage of oats will be sown; still have about 45% of the corn and 20% of the oats left in the farmers' hands.—J. M. Current.

Odell, Ill., Mar. 31.—About 65% of the corn and 30% of the oats in farmers' hands; lack of cars last winter caused large farm reserve.—Gulshen & Wolf.

Joliet, Ill., Mar. 29.—About 50% of the corn and oats left in farmers' hands; movement light; growing wheat fine.—B. J. Baskerville, mgr. Joliet Grain Co.

Effingham, Ill., Apr. 4.—Wheat acreage about the same as last year; condition good; small amount in farmers' hands.—E. Gormey, mgr. Valier & Speis Mfg. Co.

Odell, Ill., Mar. 31.—About 33% of the oats and 65% of the corn in farmers' hands. Oats poor quality; badly bin-burnt.—J. C. Tobey, mgr. Odell Grain & Coal Co.

Manhattan, Ill., Mar. 26.—About 40% of corn and 30% of oats in farmers hands; corn good quality; oats only fair.—Manhattan Farmers Elevtr. Co., Fred Lowery, mgr.

Belvidere, Ill., Apr. 8.—Movement of grain slow; little grain in elevtr.; fully 1/2 of the corn, 50% of the oats and 25% of the barley still in farmers hands.—Arthur J. Hyland.

Sibley, Ill., Mar. 28.—About 45% of corn and 20% of oats left in farmers hands; quality of corn comparatively good; oats almost uniformly poor.—Sibley Grain Co., C. T. Johnson, mgr.

Polo, Ill., Apr. 1.—About 50% of the corn and 25% of oats in farmers' hands; nothing doing; farmers preparing for oats sowing; will sell corn after planting if price reaches 50 cts per bu.—Jas. Hackett.

Manhattan, Ill., Mar. 26.—Have received corn from nearly every farmer, but

they simply brot us their immediate surplus; 50% of corn and 40% of oats still in the farmers hands.—Baker Jones & Co.

Belleville, Ill., Apr. 5.—Wheat acreage same as last year; none will be plowed up. Few oats sown; 20% of wheat, 45% of corn, 15% of oats in farmers' hands. Winter wheat never stood better.—Sensinger Grain Co.

Nashville, Ill., Apr. 4.—Wheat outlook quite good; acreage fully as large as last year; look for average yield. Little grain in farmers' hands; oats seeding retarded by too much rain; usual acreage will be put in.—Huegely Mfg. Co.

Virginia, Ill., Apr. 4.—Grain crop light; little corn marketed; farmers holding for higher price. Growing wheat looks fine; look for large yield. No farming being done on account of wet; still raining.—W. C. Hofstetter, Hofstetter & Carls Lbr. & Grain Co.

Freeport, Ill., Apr. 2.—About 40% of corn and 35% of oats left in farmers hands; this average prevails at our five country stations. Corn better quality than last year; no movement now; expect steady movement after oats sowing.—H. A. Hilmer Grain Co.

Sidney, Ill., Apr. 3.—No oats sown yet; rain today will delay spring sowing more. Some corn and oats back; will not be moved till after seeding and planting and then only at advanced prices. Wheat acreage small, but it looks nice and promises good crop.—Sidney Grain Co.

Stonington, Ill., Apr. 3.—About 50% of corn in farmers' hands; not much will be moved until after corn planting. Few oats sown; ground too wet; another rain today. Wheat looks fine; large acreage; looks like bumper crop; no old wheat here.—J. S. Guthridge, mgr. Wm. Loveless.

Pontiac, Ill., Mar. 31.—About 45% of corn and 40% of oats left in farmers hands; movement of corn light. If corn were 50c net to farmers now, no purchases would result. If price is 50 cts. to farmers after corn planting we may buy some corn.—Paul A. Balbach, grain broker.

Saukemin, Ill., Mar. 26.—About 75% of corn and 50% of oats in farmers hands; corn fine quality; expect a great deal of No. 2 corn in May; oats badly mixed lot, some grading standard, some No. 2 and others No. 3 and no grade; badly affected by the rains last fall.—Saukemin Elevtr. Co., G. J. Carson, mgr.

Forrest, Ill., Mar. 25.—Absolutely nothing doing in the grain business; do not anticipate any movement until after corn planting; farmers will not sell unless they can get 50 cts. per bu.; about 25% of corn and 30% of oats left in farmers hands; condition of corn has been only fair and oats nearly all graded No. 4.—Riley & Wallace.

Wing, Ill., Mar. 26.—About 50% of corn and 35% of oats in the farmers hands; no grain being handled at present owing to weather conditions; have had more rain than our present drainage system could handle; five or six sections of our best land under water; oats sowing will be considerably delayed.—E. T. Holloway & Son.

Gibson City, Ill., Mar. 28.—About 40% of corn and 20% of oats left in farmers hands. Very little rotten corn; corn too damp; fully 50% of what we have handled graded No. 4. Fully 50% of oats badly bin-burnt; wheat acreage much smaller than usual; farmers prefer wheat as a rotation crop; have had bad luck with wheat for the last two years and are discouraged.—Drummer Grain Co., S. Ayresman, mgr.

Fairmount, Ill., Mar. 19.—Acreage of wheat small; condition above the average for this season of the year; 20% of the corn and 30% of the oats left in the farmers hands.—O. C. Benson.

Oakwood, Ill., Mar. 22.—About 50% of the corn and 50% of the oats left in farmers hands; wheat acreage small, but looks fine; oats sowing will commence in about a week.—B. B. Minor, mgr. E. A. Fox.

Foosland, Ill., Mar. 24.—Farmers asking 50c. per bu. for corn and are firmly imbued with the idea that they will get this price; about 30% of the corn and 20% of the oats left in the farmers hands.—Geo. A. DeLong.

Mansfield, Ill., Mar. 24.—About 40% of the corn and 25% of the oats left in farmers hands; farmers will not haul any corn until after planting and not then unless the price is 50c. per bu.—A. B. Hill, mgr. Turner Bros.

Garber, Ill., Mar. 24.—About 30% of corn and 25% of oats left in farmers hands; we expect a light movement after oats seeding and corn planting; corn has been grading fine since the first of the year.—L. Eggleston, mgr. Noble Bros.

Bement, Ill., Mar. 18.—Farmers expect to be sowing oats next week if the weather continues favorable. Corn movement is over for the present. About 50% of the corn and 15% of the oats is left in the farmers hands.—J. F. Sprague.

Ivesdale, Ill., Mar. 10.—Oats sowing will start in full blast the fore part of next week if present drying weather prevails. Grain business at a standstill; 50% of the corn and about a third of the oats left in the farmers hands.—Ivesdale Grain Co., P. Flavin, mgr.

Oakley, Ill., Mar. 18.—No more corn will be moved until after oats sowing, and possibly not then, as the price, unless it reaches 50 cts, will retard any pronounced movement. About 50% of the corn is still left. The oats are about all gone.—Oakley Grain & Coal Co., C. C. Holcomb, mgr.

Champaign, Ill.—We have not been buying much grain lately due in large part to the fact that there is very little selling. We have, however, been very busy handling grain bought earlier in the season. We look for a heavy movement of corn after seeding, as there is a great deal of corn in the elevtr. which will have to be moved before the germinating season.—H. G. Marshall, mgr. Cleveland Grain Co.

### INDIANA.

Newberry, Ind., Mar. 28.—Wheat looking fine.—M. E. Hindman.

Raub, Ind., Apr. 7.—Not much work done in fields on account of rain; not much grain in farmers hands; oats sowing will start this week.—Jordan & Evans.

Royal Center, Ind., Apr. 2.—Little grain moving at present; too close to flood districts; business at a standstill while relief work goes on; situation well in hand now.—W. G. Sweet.

Crawfordsville, Ind., Apr. 2.—Good acreage of corn is promised; also good crop of oats; will not be as many oats sown as last year, but more corn will be planted. Last year's crops were best in years, corn condition being above average in both yield and quality; oats were way above average, but were not threshed in best of shape on account of too much rain. Wheat was good quality, but with so much rain little was threshed before it was damaged. Little wheat sown last fall; is looking

## DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

### MAY WHEAT.

	Mar.	Mar.	Mar.	Mar.	Mar.	Mar.	Apr.	Apr.	Apr.	Apr.	Apr.	Apr.	Apr.
Chicago ...	25.	26.	27.	28.	29.	31.	1.	2.	3.	4.	5.	7.	8.
Mnpls. ....	89 1/2	90 1/2	89 1/4	89 1/2	89 3/4	90 1/2	86 3/4	86 3/4	86 1/4	86 3/4	86 3/4	87 1/2	86 3/4
Duluth ....	86 1/4	86 1/4	85 3/4	85 3/4	85 3/4	85 3/4	87 3/4	87 3/4	87 1/4	87 3/4	88	88 3/4	88 3/4
St. Louis...	89 1/2	90 1/2	88 3/4	89 3/4	89 3/4	90 1/2	89 3/4	90 3/4	91	91 1/4	92 1/4	91 1/4	91 3/4
Kan. City..	84 1/2	84 1/2	83 3/4	84 1/2	84 1/2	85	85 3/4	85 1/4	85 3/4	86 1/4	87 1/4	84 1/2	84 3/4
Milwaukee.	87 1/2	88 1/2	87 1/4	88	87 3/4	88 1/2	88 3/4	88 3/4	89	89 1/4	89 3/4	89 3/4	90 1/4
Toledo ....	108 1/2	109 1/2	108 3/4	109	109	109 3/4	108 1/2	110 1/4	111 1/4	112 1/4	113 1/4	112 1/4	112 3/4
New York..	96 3/4	97 1/4	96 3/4	97 1/4	97 3/4	98	98 1/4	98 3/4	98 3/4	99	100 1/4	99	99 3/4
*Baltimore	106	106 1/4	106	106 1/4	106	106 1/4	106 1/4	106 3/4	107	107 1/4	107	109 3/4	109 1/2
Winnipeg ..	87 3/4	88 1/2	87 3/4	88 1/2	88 1/2	88 3/4	89	89	89 3/4	89 3/4	90 1/4	91 1/4	90 3/4
†Liverpool.	104	104 1/4	104 1/4	104 1/4	104 1/4	104 3/4	105	105	105 1/4	105 1/4	105 3/4	106 1/4	105 3/4
*Budapest .	130 3/4	130 3/4	130 3/4	130 3/4	130 3/4	130 3/4	128 1/2	128 1/2	130 3/4	131 3/4	130 3/4	129 3/4	129 3/4

### MAY CORN.

	Mar.	Mar.	Mar.	Mar.	Mar.	Mar.	Apr.	Apr.	Apr.	Apr.	Apr.	Apr.	Apr.
Chicago ...	53	53 1/4	53	52 3/4	53	53 3/4	54 1/4	54 1/4	54 1/4	54 1/4	55 3/4	55 1/4	56 1/4
Kan. City..	51 1/2	52 1/4	51 1/2	51 1/2	51 1/2	52 1/2	52 3/4	53 1/4	53 1/4	53 1/4	54 1/4	54 1/4	55 3/4
St. Louis...	52 3/4	53 1/4	52 3/4	52 3/4	52 3/4	53 1/2	53 3/4	54 1/4	54 1/4	54 1/4	55	54 1/4	55 3/4
†Baltimore	54 3/4	54 3/4	54 3/4	55 3/4	54 3/4	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	56 1/2	55 1/2	56 3/4
†Liverpool.	63 3/4	63 3/4	63 3/4	63 3/4	63 3/4	68	68 1/2	68 3/4	68 3/4	68 3/4	68 3/4	69 1/4	69 1/4

\*No. 2 Red. †July delivery. \*October. †April.



fine; will be a good acreage sown this fall.  
—H. T. Stout.

## IOWA.

Oelwein, Ia., Apr. 4.—Farmers holding oats; feeding corn; nothing moving now.—Butler & Rundell.

Wesley, Ia., Apr. 7.—About 30% of the corn and 35% of the oats left in farmers hands.—Kunz Grain Co.

Hartley, Ia., Apr. 8.—Not much corn fed; about 1/3 in farmers' hands; nothing moving now.—C. H. Betts.

Clear Lake, Ia., Apr. 7.—About one-third of the corn and 40% of the oats left in farmers hands.—S. J. Clausen.

Whittemore, Ia., Apr. 7.—About 35% of the corn and 40% of the oats left in farmers hands.—Wegener & Higgins.

Duncan, Ia., Apr. 7.—About 25% of the corn and oats left in farmers hands.—Frank Wellik, mgr. Western Elvtr. Co.

Charles City, Ia., Apr. 5.—We expect to build an office and install an automatic scale.—Y. G. Schilling, mgr. Farmers Elvtr. Co.

Garner, Ia., Apr. 7.—About 30% of the corn and 20% of the oats left in farmers hands.—A. N. Moore, mgr. Farmers Co-operative Society.

New Hampton, Ia., Apr. 4.—Corn all being fed; prices low; hog prices high. This station will ship about 150 cars of grain.—P. H. Brannon.

Hartley, Ia., Apr. 8.—About 1/3 of the corn and oats and 25% of the barley left in farmers' hands.—H. C. Moeller, mgr. Farmers Elvtr. Co.

Britt, Ia., Apr. 7.—About 15% of the corn and 25% of the oats left in farmers hands.—J. R. Whitney, mgr. Farmers Industrial Union Elvtr. No. 1.

Whittemore, Ia., Apr. 7.—About 30% of the corn and oats left in farmers hands. Nothing moving now.—C. C. Green, mgr. Whittemore Elvtr. Co.

Charles City, Ia., Apr. 5.—About 25% of corn and oats in farmers hands; nothing but a little ear corn moving now.—T. G. Schilling, mgr. Farmers Elvtr. Co.

Ventura, Ia., Apr. 7.—About 40% of the corn and 35% of the oats left in farmers hands; nothing moving.—W. J. Leonard, mgr. Farmers Inc. Co-operative Society.

Williams, Ia., Apr. 3.—No seeding done; ground not in good shape yet; seeding will be late. About 2/3 of corn and same of oats gone.—A. McKinley, mgr. Farmers Elvtr. Co.

Sumner, Ia., Apr. 4.—Three elvtrs. here, but they ship practically no corn; as a

rule, corn is shipped in; some oats in the elvtrs., but farmers are holding for more money.—S.

Allendorf, Ia., Apr. 4.—No winter wheat; 10% more oats will be sown; 20% of the corn, 35% of the oats in farmers hands. Prospects for a good crop.—Harry Russell.

Patterson, Ia., Apr. 7.—Winter wheat looking fair; farmers will start sowing small grain this week if weather permits; we look for small movement of grain this month.—G. A. Potter & Son.

Dyersville, Ia., Apr. 3.—About 50% of the oats still in farmers hands; quality fine; large acreage of oats to be sown; owing to high feeding value, a large acreage of corn will be planted.—J. H. Limback.

Rudd, Ia., Apr. 5.—About 7% of the corn and 20% of the oats in farmers hands; movement light; waiting for good weather to commence sowing oats; frost about out of ground.—E. P. Pierce, mgr. Farmers Elvtr. Co.

Alleman, Ia., Apr. 4.—More winter wheat sown here every year; is all looking good. About the same amount of oats will be sown; 15% of the oats left and about 50% of the corn.—J. Roy Johnson, mgr. Farmers Elvtr. Co.

Rudd, Ia., Apr. 5.—This is the only station along the C. M. & St. P. and C. G. W. where 33 1/2 lbs. are taken for a bu. of oats. The custom has been long established by the Hunting Elvtr. Co., and when the Farmers Elvtr. Co. went into business they adopted this standard shortly after commencing operation. It is claimed that it is easier to figure 3 bus. to a 100 lbs.—S.

Dyersville, Ia., Apr. 3.—Owing to the fact that this is the biggest hog-shipping station between Dubuque and Waterloo, we do not ship over 100,000 bushels of grain from this station; another determining factor is the Waterloo Canning Factory, which has 1,000 acres of sweet corn. Practically all corn shipped in the ear and loaded into cars by the farmers; even shelled corn loaded in cars by them. We are saved expense of loading cars.—J. H. Limback.

## KANSAS.

Beattie, Kan., Apr. 4.—Wheat acreage 100%; condition 100%.—Brunswick & Baer.

Barnes, Kan., Apr. 5.—Wheat in No. 1 condition; none plowed up; acreage normal; little wheat in farmers hands. Oats about all in.—C. W. Hay.

Mayetta, Kan., Mar. 24.—Prospects good for big wheat crop; no oats sown yet; corn nearly all marketed; paying 45c.—M. Gay, mgr. Kuhn Elvtr. Co.

Winfield, Kan., Apr. 3.—Wheat in fine condition; we look for good crop; seems to be a good deal of corn in farmers hands, but all are busy.—Head Grain Co.

Neosho Rapids, Kan., Mar. 27.—Wheat in good condition; plenty of moisture; no wheat or corn in farmers hands; not enuf corn for home demand.—Smith & Sattler.

Belmont, Kan., Apr. 7.—Winter wheat far better than last year; none plowed up yet. Not many oats sown; 10% of wheat still in farmers hands; a little dry.—H. W. Plusher.

Argonia, Kan., Mar. 22.—Wheat acreage largest in several years; condition best in 15 years; none plowed up. Oats acreage small; 5% of grain in farmers hands.—Guy D. Gould.

Ashland, Kan., Apr. 5.—Winter wheat condition not above 35%; we must have moisture at once or no wheat at all; high winds are damaging growing plant.—Wallingford Bros.

Sanford, Kan., Mar. 24.—Wheat acreage same as last year; condition good; none will be plowed up at present; 10% of grain in farmers hands.—Chas. G. Woodworth, mgr. Sanford Grain & Supply Co.

Topeka, Kan., Mar. 28.—Growing wheat in southern and central part of state in perfect condition; material damage in western part by high winds, estimated at fully 40%; need rain.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Pleasanton, Kan., Apr. 3.—Oats sowing delayed on account of wet weather but now in full blast; wheat looking good; acreage 20% less than last year; farmers afraid of chinch bugs.—B. F. Blaker, pres. The Blaker Lbr. & Grain Co.

Home City, Kan., Apr. 7.—Winter wheat never looked better; farmers busy sowing oats; ground in fine condition; practically all old wheat moved. Chinch bugs were flying in great numbers on the 3d and 4th; numerous enuf to do harm.—Robt. J. Lewis.

Everest, Kan., Mar. 28.—About 20% of wheat and 50% of corn in country; growing wheat looks good, 100%; plenty of moisture. Spring work backward on account wet weather; no oats sown. Look for big movement of corn in May.—Bushong Grain Co.

Pretty Prairie, Kan., Apr. 3.—Growing wheat in fine shape; a few sandy fields badly blown out by recent high wind; usual acreage sown last fall. More oats sown than usual; 5% of wheat in farmers hands; no corn or oats.—E. B. Schmitt, mgr. The Rock Mlg. & Elvtr. Co.

Alden, Kan., Mar. 24.—Wheat looks good; less than 5% will be plowed up. Oats acreage 15% smaller than usual; 2% of wheat and 35% of corn in farmers hands. Plenty of rain will give us biggest wheat crop in years.—J. A. Werner, mgr. Farmers Elvtr. Co.

Belleville, Kans., Apr. 5.—Wheat acreage 10% less than last year; condition fine; none plowed up. Oat sowing not completed; acreage will be about the same as last year. Grain in farmers hands, wheat 15%; corn 80%. Soil in fine condition.—The Belleville Grain and Coal Co., D. W. Mosher, mgr.

Belle Plaine, Kan., Apr. 5.—Acreage of growing wheat about normal; condition practically perfect; could not look better; none plowed up. About average of oats have been sown; conditions generally are very promising; some oats and corn remain in farmers hands; wheat about all cleaned up.—Knox & Downs.

## KENTUCKY.

Auburn, Ky., Mar. 28.—Wheat acreage 90%; condition 95%; none plowed up. Oats acreage 85%; condition 90%. All wheat has been sold; oats used up; 50% of corn unfed; cattle and hogs scarce.—J. Guthrie Coke.

## MICHIGAN.

Britton, Mich., Apr. 2.—Wheat looking fine; a great deal of corn and oats still in farmers hands.—J. J. Harrington.

Lansing, Mich., Apr. 1.—Wheat condition 82%; condition a year ago 84%; average depth of snow Mar. 15, 2.97 in.; number of days wheat was protected by snow during March was 11. In answer to the question, "Has wheat during March suffered injury from any cause?" 113 correspondents in the southern counties answered "yes" and 110 "no," in the central counties 67 answered "yes" and 41 "no," in the northern counties 47 answered "yes" and 37 "no" and in the Upper Peninsula 3 answered "yes" and 14 "no." Total number of bus. marketed in March 80,332; 125 mills, elvtrs., etc., report no wheat marketed. Rye condition 87%; compared with 89% one year ago.—Frederick C. Martindale, Sec'y of State.

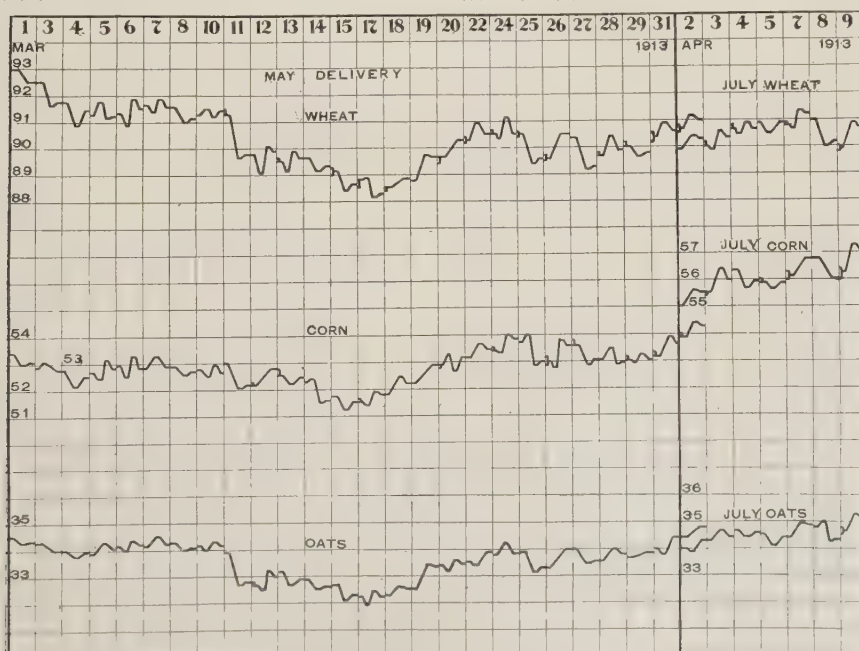
## MINNESOTA.

Vesta, Minn., Apr. 3.—Farmers all in fields; everything in good shape for spring work; crops were good here last year.—Bingham Bros.

Frost, Minn., Mar. 25.—Grain business dull; roads in such condition farmers can't haul; considerable corn to come in yet;

## Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during March and July delivery since Apr. 1 are given on the chart herewith.





also some oats and wheat.—Harry Millbye, mgr. Farmers Elevtr. Co.

#### MISSOURI.

Amoret, Mo., Mar. 22.—Wheat prospects good for bumper crop; some oats sown.—F. A. Oline.

Benton City, Mo., Apr. 4.—Wheat looks better than last year; lacks considerable of being a full crop; not more than 70% of a crop; 10% will be plowed up. No oats sown yet; too wet. No grain in farmers hands.—R. Hildebrand.

Asbury, Mo., Mar. 29.—Wheat acreage and condition 100%; none plowed up; 10% old wheat in farmers hands.—Chas. Kerr.

Peirce City, Mo., Apr. 5.—Wheat acreage 100%; condition as near perfect as I ever saw it.—J. W. Vance.

Ashton, Mo., Apr. 8.—Same acreage of wheat as last year; better condition; none plowed up. Oats proposition serious; none sowed and won't be for some time; very wet here; nearly all oats in farmers hands; no corn to speak of.—H. F. Kircher.

Bertrand, Mo., Apr. 5.—Wheat condition good above overflowed grounds; oats all killed out by heavy rain and freeze; more than 50% will be plowed up. No corn or wheat in farmers hands. If water recedes in time much corn will be planted.—Wm. M. Childress.

Barnard, Mo., Apr. 4.—Acreage of winter wheat about doubled; looks fine; none will be plowed up. Usual amount of oats being sown; about 3 cars of wheat remain in farmers hands. Probably 4,000 acres of wheat in this territory.—Chas. W. Moore, agt. Leet & Wamsley.

Columbia, Mo., Apr. 5.—Practically no wheat winter killed; little damage from Hessian fly; condition 96.6; compared with 78% a year ago. Oats seeding delayed by unfavorable weather; will be 98% of an acreage compared with acreage for 1912 when 940,314 acres were sown; 23% sown; less than 1% was sown Apr. 1, 1912. About 32% of corn in farmers hands; 28% of ground for corn plowed last fall. Condition of rye 95% barley 87%.—T. C. Wilson, sec'y State Board of Agriculture.

#### MONTANA.

Stipek, Mont., Mar. 29.—Heavy fall of snow; practically only snow of season; farmers optimistic.—Dawson Grain Co.

Glengarry, Mont., Mar. 31.—Winter wheat conditions not up to average on account of dry weather and small amount of snow in early winter; acreage larger than usual; a large spring crop will be put in if conditions are favorable.—Montana Elevtr. Co.

#### NEBRASKA.

Alma, Neb., Apr. 5.—Wheat condition 100%; last year 75%; none winter killed; none will be abandoned. Oats acreage about same as last year.—S. Whitaker.

Upland, Neb., Apr. 3.—Wheat looking fine; will soon need rain; some wheat left in farmers hands; corn being consumed at home; some being shipped in.—Thos. Lorenzen, agt. Peoples Grain, Coal & L. S. Co.

#### OHIO.

Hamilton, O., Apr. 5.—Growing crop of wheat 80%; too much wet weather; plant seems to be scalded and in many places is covered by the flood. About 60% of corn in farmers hands; ½ will be marketed; wheat all shipped out. Oats seeding delayed on account of late rains; an average crop of corn will be planted.—Cass M. Elliott.

#### OKLAHOMA.

Cordell, Okla., Apr. 3.—Growing wheat finest prospect we have had for years.—W. R. Overbeck, sec'y Cordell Gin & Mfg. Co.

Alva, Okla., Mar. 28.—Wheat never better; none will be plowed up; about 10% in farmers hands; few oats being sown.—E. D. Drake & Co.

Renfrow, Okla., Apr. 2.—Wheat looking fine; best prospect for 12 years. Oats seeding all done; ground in good shape with plenty of moisture.—P. B. Loftus, mgr. Renfrow Grain & Fuel Co.

Broken Arrow, Okla., Mar. 25.—No winter wheat this year; 15% of land being sown in oats; 10% to cotton and balance to corn; had lots of rain this spring; indications point to good crops.—F. P. Hannifin, Hannifin Mill & Elevtr. Co.

#### SOUTH DAKOTA.

Woonsocket, S. D., Apr. 7.—Good rain today; ground in excellent shape for crops.—H. D. Reed.

#### TENNESSEE.

Denver, Tenn., Apr. 6.—Winter wheat acreage about same as last year; none

winter killed; prospects for large crop. Oats acreage large; 10% increase; 25% to 30% of corn in farmers hands but no wheat or oats.—Duck River Grain Co.

#### TEXAS.

Bremond, Tex., Apr. 7.—No wheat in this part of the state.—A. C. Walker.

Allen, Tex., Mar. 24.—Wheat acreage same as last year; condition fair; none to be plowed up. Fair acreage of oats; looking well. Not over 10% of grain on hand.—C. M. Christie.

Nocona, Tex., Mar. 24.—Wheat acreage increased 50%; condition better than usual; none plowed up. Oats acreage about average; condition splendid; no grain to speak of in farmers hands.—Geo. A. Knight.

Bartlett, Tex., Mar. 25.—Wheat acreage same as last year; condition 100%. Oats acreage increased 5%; oats sown look well; most of oats fall sown; condition 100%; 30% still in farmers hands. Wheat all sold.—W. S. Cox.

#### WISCONSIN.

Pt. Washington, Wis., Apr. 4.—Movement of grain slow; about 25% of the barley and 50% of the oats in farmers hands.—Frank Schumacher.

Grafton, Wis., Apr. 4.—About 25% of the barley and 50% of the oats still back; stocks in elevtr. light. Seeding will commence within a week; quite a few of the farmers here have started in to grow pedigreed barley.—F. C. Mintzloff, per A. H. Mintzloff.

#### GOVERNMENT CROP REPORT.

Washington, Apr. 8.—The Crop Reporting Board of the Bureau of Statistics, U. S. Dept. of Agriculture, estimates, from the reports of correspondents and agents of the Bureau, that the average condition of winter wheat on Apr. 1 was 91.6% of a normal, against 80.6 Apr. 1, 1912, 83.3 Apr. 1, 1911, and 86.3, the average condition for the past 10 years on Apr. 1. There was a decline in condition from Dec. 1, 1912, to Aug. 1, 1913, of 1.6 points, compared with an average decline in the past 10 years of 3.6 points between these dates.

The average condition of rye on Apr. 1 was 89.3% of normal, against 87.9 on Apr. 1, 1912, 89.3 on Apr. 1, 1911, and 90.1, the average condition for the past 10 years on Apr. 1.

Comparisons for winter wheat states follow, figures representing per cent of normal:

#### CONDITION OF WINTER WHEAT APR. 1.

State.	Acres.*	Indicated yield, April 1, 1913, bus.*	Condition April 1, 1913.	Condition April 1, 1912.	Condition, harvest, 1912.
N. Y.	342	5,524	91	89	76
N. J.	83	1,494	97	88	91
Pa.	1,326	24,133	96	85	88
Del.	116	2,041	98	88	91
Md.	618	11,247	96	90	90
Va.	754	9,500	97	89	83
W. Va.	239	3,274	91	89	92
N. C.	618	6,427	95	87	77
S. C.	82	869	89	83	70
Ga.	146	1,591	91	81	70
Ohio	1,972	35,890	91	63	41
Ind.	2,214	38,302	91	61	42
Ill.	2,290	40,304	93	62	45
Mich.	870	13,659	83	80	53
Wis.	91	1,547	86	92	85
Ia.	346	6,228	90	91	81
Mo.	2,350	37,130	93	76	68
Neb.	3,188	58,483	92	93	72
Kan.	7,080	120,360	90	85	75
Ky.	756	9,676	92	70	71
Tenn.	707	9,191	93	81	85
Ala.	33	369	94	83	71
Miss.	9	113	89	79	70
Tex.	758	10,005	88	88	85
Okla.	1,761	26,400	94	82	77
Ark.	103	1,205	90	75	76
Mont.	557	15,596	93	94	88
Wyo.	34	884	93	95	84
Colo.	222	5,772	94	92	92
N. M.	46	1,104	80	91	97
Ariz.	28	672	96	94	96
Utah	186	4,464	95	93	88
Nev.	16	368	95	97	96
Ida.	348	9,744	94	97	94
Wash.	1,138	25,336	94	96	94
Ore.	570	11,970	90	88	102
Cal.	390	5,070	72	80	79
Totals	32,387	562,632	91.6	80.6	73.3

(\* 000's omitted.)

## Grain Carriers

The sixty grain-laden boats at Port Arthur and Ft. William will probably move thru the Sault Ste. Marie Apr. 15.

The Apr. 15 meeting of the National Industrial Traffic League to be held at Buffalo, N. Y., has been postponed to a date to be announced later.

The bill to abolish the Commerce Court was reintroduced in the House by Representative Sims on Apr. 9. Mr. Sims also introduced a bill repealing the clause of the Panama Canal act exempting American coastwise ships from paying tolls.

Ice in the harbors of the lower lakes, according to the recent report of the U. S. Dept. of Agri., and in the Detroit and St. Clair rivers, broke up before the end of March. In the upper lakes the ice continued firm in harbors and protected bays.

Judgment was reserved by the Canadian Railway Commission at the hearing in Ottawa Mar. 18 on the complaint of grain shippers relating to the allotment of cars for shipping out of the Canadian Pacific Railway elevator at Port McNicoll.

Pending the adjustment of differences over the rates to Milwaukee and Chicago the tariffs issued in compliance with the order of the Interstate Commerce Commission in the Duluth grain rate case were suspended. The latest hearing was before Chairman Clark, of the Commission, at Washington.

The Michigan Cereal Co., of Port Huron, Mich., has been denied transit privileges on split peas moving to Pacific Coast points, the Interstate Commerce Commission holding that the split pea trade was not similar to traffic in corn, wheat and barley, which are granted transit privileges.

To defray the expenses incidental to fighting the proposed increase in Illinois grain rates, the Illinois Grain Dealers Ass'n and the Boards of Trade of the various cities interested have contributed so far \$2600, and more money is expected. Edward Drescher, a rate expert, has been employed to collect the necessary information to support the grain men's contentions. Mr. Drescher has established his office in the Merchants Exchange, St. Louis, Mo.

The Baltimore & Ohio Ry. is defendant in a suit brought by the Washburn-Crosby Mfg. Co., before the Interstate Commerce Commission, in which the complaint is made that overcharges were made on shipments of grain from Louisville. The allegation is that the defendant refused to refund charges to the basis of thru rates from points of shipment to final destination, plus M. I. T. charges of 2c per 100 pounds, and one-half actual switching charges.

Expenditures aggregating \$65,000,000 will be made, according to recent reports, by the Great Northern, Northern Pacific, Omaha and Milwaukee railways, during 1913 to provide facilities for handling the predicted bumper crops of the present year. Included in the amount is the projected construction of a new station and improvements at Minneapolis amounting to \$3,000,000. The purchase of 14,000 units of rolling stock by the Great Northern will total \$10,000,000.



Theft of express packages in transit probably will decrease if the action of U. S. Commissioner Foote of Chicago, who held James Barnes to the grand jury in \$5,000 bonds and committed him to the county jail, is followed by similar action elsewhere. Barnes was charged with stealing three express packages valued at \$75. Action was taken under the new interstate commerce law which provides imprisonment for not less than two years nor more than ten years upon conviction of this class of larceny.

Permission was granted by Federal Judge Carpenter to the Southern Illinois Coal & Coke Co. to raise the amount of damages sought against the Illinois Central Ry. from \$200,000 to \$500,000. The actual damage suffered, the plaintiff declared, exceeded \$590,000, due to the failure of the railway company to supply sufficient cars to carry away the output of the coal company's mines. Conditions finally became so bad, it is alleged, that it became necessary to shut down the two mines operated by the company in Williams county, Ill.

That the failure of the Southern Pac. Ry. to post certain rates did not thereby invalidate them was the decision of the Interstate Commerce Commission in the case of Max O. Buren, of Salem, Ore., against that railroad. The complainant's contention was that a tariff is not legally published unless printed copies are "kept posted in two public and conspicuous places in every depot." The local circuit court upheld this contention. The Commission did not agree but held that publication and posting in the sense of the interstate commerce act are essentially distinct.

The Interstate Commerce Commission in the suit of the Sheffield King Co. v. Chicago Great Western R. R. (Opinion No. 2247) decided that the proposed advance from \$3 to \$5 per car for switching grain and grain products between the interchange track of the Rock Island and the complainant's mill on the C. G. W. was unjustified. The Commission stated that, altho the switching service involved a haul of three miles over the C. G. W.'s main line, the \$5 rate was unreasonable and ordered the railroad to establish a rate of \$3 per loaded car and \$1.50 per empty car for this service.

We have recently had a number of cases of loss of grain in leaky cars, which were not weighed at point of shipment so that the loss could be proven. In several cases the leaks were bad ones and the losses without doubt heavy enough to have paid for a large part of the cost of installation of a good automatic scale. Many country shippers are putting in automatic scales, of which there are several good makes. They are beginning to attach more importance to the weighing of their shipments, and we suggest taking up the matter of automatic scales with several of the more reliable makers, with the idea of adding weighing facilities where not already existing.—Somers, Jones & Co.

Fines of \$5,000 each were imposed by Federal Judge Page Morris of Duluth against the Minneapolis, St. Paul and Sault Ste. Marie Ry. Co. and the Russell-Miller Milling Co. of Minneapolis on charges of rebating. Both corporations pleaded guilty at the trial, which was held in Minneapolis. It was alleged by the government that on shipments of grain to the east, thru Minneapolis, for milling in transit at Minneapolis and later, in forwarding to Chicago and Sault Ste.

Marie, such reapplication of rates was made as to constitute violations of the anti-rebating law. Indictments were obtained against both companies and Thomas E. Sands, general freight agent for the railroad, in October, 1912.

The Interstate Commerce Commission, after investigating the wholesale distribution of passes to shippers by Colorado railroads, states in Opinion No. 2253: "A free ticket or pass given to an interstate shipper, although limited to use within a state, has a money value, and when used by him is equivalent *pro tanto* to a money contribution to him by the carrier; such a transaction is a step toward the purchase of traffic, and when consummated is a violation of the law." In order to bring up a test case, the Commission now has indictments pending in the United States District Court of Colorado against the Denver & Rio Grande and Colorado & Southern Railroad Companies and a number of large shippers for violations of the anti-pass provisions of the Elkins act.

Goderich, Ont., may become an active competitor with Buffalo in the handling of western Canada grain if present plans for deepening its harbor for the reception of large lake vessels are carried out. A member of the dominion parliament recently pointed out that in 1910 or 1911 Goderich transhipped one-third of Canada's western grain that came thru Canadian water channels. The port, however, is handicapped, he said, "because large boats cannot enter in bad weather in the fall when the grain rush is on. The people of Goderich have invested \$500,000 in industries, \$100,000 in elevator stock and \$175,000 guaranteeing elevator and railway bonds." Further harbor dredging and extension of a new breakwater have already been authorized by the government.

It is unreasonable for the carrier to charge (for cars) on any basis other than the minimum weight of the car ordered, or the actual weight of the shipment, if greater, ruled the Interstate Commerce Commission in the case of the Atlas Lumber & Shingle Co., of Seattle, vs. the Northern Pacific Ry. For transportation of a consignment of fir lath from Tacoma to Omaha the initial carrier defendant was unable to furnish a box car, as ordered, and supplied instead a flat car which carried a minimum far in excess of the weight of fir lath that could be loaded in it. Tho loaded to full visible capacity the transportation charges were based on the greater minimum weight. The Commission held that the charges were unreasonable to the extent assessed above the actual weight of the shipment and reparation was accordingly awarded.

George Banks McGinty, recently appointed sec'y of the Interstate Commerce Commission, succeeding John H. Marble, who was promoted to commissioner, is a young man who undertook the practice of law, abandoned that field for railroad work and later entered the government service. He is 34 years old and was born in Monroe county, Ga. His first position in the federal service was in the Bureau of Animal Industry. In 1908 he entered the service of the Interstate Commerce Commission, in the division of statistics and accounts, later serving as confidential clerk to Commissioner Clements. Following the death of Sec'y Moseley the work of that office, to a large degree, fell to the office of the chairman and incidentally into the hands of Mr. McGinty. In 1911 he was appointed

special examiner but continued in the chairman's office, serving both Chairman Clements and Prouty. He was made assistant sec'y upon the appointment of Mr. Marble to the office of sec'y.

## JOHN P. GIBBONS APPOINT- ed Chief Grain Inspector at Chicago.

The change in the administration of the Illinois state government has been accompanied by a division of the spoils, in which the office of chief grain inspector fell to John P. Gibbons, an ardent supporter of Governor Dunne. Mr. Gibbons was Dunne's committeeman from the Sixth Ward of Chicago, and was a primary candidate a year ago for the office of chief bailiff of the municipal court at Chicago.

Mr. Gibbons was born at Chicago in 1879, and is a graduate of De La Salle Institute. Most of his business experience has been gained in the speculative trade on the floors of the Chicago Board of Trade and Open Board of Trade. He has been a member of both organizations, and for 8 years was a director of the Open Board. As settling clerk, pit trader and bookkeeper he worked his way up to manager for J. P. Molloy & Co., members of the Board of Trade, resigning his position with this firm two years ago, after a connection of 15 years, to engage in the wholesale liquor business, under the firm name of Gibbons & Gibbons.

Altho appointed Apr. 1 Mr. Gibbons has not formally taken over the office; but will soon do so. A portrait of Mr. Gibbons is given herewith.



J. P. Gibbons, Chicago, Ill. Chief Grain Inspector.



# Seeds

The Kirkeby & Gunderstrup Seed Co. of Chicago has been dissolved.

Meadows showing up in excellent shape.—J. J. Harrington, Britton, Mich.

Hamilton, O., Apr. 5.—The meadows are looking fine.—Cass M. Elliott.

C. H. Betts of Hartley, Ia., will remodel his C., R. I. & P. elevator to handle timothy seed.

We will build a seed warehouse at Avilla, Ind., and also erect seed houses at several other plants. Stiefel & Levy, Fort Wayne, Ind.

Confiscation of weevily alfalfa seed will be permitted the horticultural commissioners under a bill to be introduced in the California legislature.

New Holstem, Wisc.—Average of clover large; but of poor quality; 25% of the crop still remaining in farmers hands. Seeding will commence about Apr. 15.—Fred O. Iverson.

Baltimore received during March 1,167 bus. of clover seed, made no shipments; compared with 3,290 bus. received and no shipments during March, 1912.—James B. Hessong, sec'y Chamber of Commerce.

Duluth received 1,615,975 bus. of flaxseed and shipped 684,281 bus. during March; compared with 275,544 bus. received and 237,605 bus. shipped during March, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

On Apr. 1 Toledo seed stocks were as follows: red clover 9,292 bags, alsike 1,038 bags, and timothy 17,137 bags; compared with 23,817 bags of red clover, 2,321 bags of alsike, and 18,749 bags of timothy in stock Mar. 1.

Kansas City received 111,100 bus. of kafir corn and shipped 155,000 bus. during March; compared with 191,400 bus. received and 160,000 bus. shipped during March, 1912. No flaxseed was received or shipped during the month in either year.—E. D. Bigelow, sec'y Board of Trade.

Cincinnati received 5,662 bags of clover seed, 3,770 bags of timothy seed and 12,175 bags of other grass seeds during March. Shipments for the month included 8,467 bags of clover seed, 6,236 bags of timothy seed and 10,948 bags of other grass seeds.—Wm. Culkins, supt. Chamber of Commerce.

The condition of the clover crop in Missouri on Apr. 1 is placed at 92, and the acreage of new crop, as compared with that of 1912, is 95. The condition of timothy is 93; acreage, 101. The alfalfa crop is placed at 93. These figures are taken from the crop report of T. C. Wilson, Sec'y, Missouri State Board of Agri.

During the week ending Apr. 5 Chicago received 784,000 lbs. timothy seed, 83,000 lbs. of clover seed, 125,000 lbs. other grass seeds, and 10,000 bus. of flaxseed, compared with 416,500 lbs. of timothy seed, 20,800 lbs. of clover seed, 235,400 lbs. of other grass seeds, and 13,400 bus. of flaxseed received in 1912. Shipments for the same week totalled 849,000 lbs. of timothy, 227,000 lbs. of clover seed, 703,000 lbs. of other grass seeds, and 9,000 bus. of flaxseed; compared with 138,000 lbs. of timothy seed, 153,200 lbs. of clover seed, 1,348,000 lbs. of other grass seeds, and 11,300 bus. of flaxseed shipped during the corresponding week in 1912.

March clover seed went out like a lamb. Never buy anything expecting a squeeze. Always buy everything on its merits. Important squeezes seldom happen. Stock at Toledo is moderate and most of it will be wanted before the end of the season. February and March demand has been large and the April demand may be spasmodic.—C. A. King & Co.

A bill providing for an investigation into alleged frauds in the sale of alfalfa and other seeds has been introduced in the Wisconsin legislature by Assemblyman Thomas McMahon. At a hearing on the bill Mar. 26 before the assembly committee on agriculture it was shown by the Wisconsin University crop experts that Wisconsin farmers were not being gulled by dishonest seedsmen.

The average condition of meadows in Michigan as given by the crop report dated Apr. 1 issued by the Dept. of State, Lansing, Mich., is as follows: southern and central counties 90, northern counties 87, and Upper Peninsula, 96. Last year at this time the average condition was: northern counties 93, southern counties 83, central counties 91, northern counties 93, Upper Peninsula 94, and entire State 87.

The decreasing yield of beans in the Province of Ontario was the subject of much discussion at the annual meeting of the Ontario Bean Growers Ass'n at Ridgeway, Mar. 1. In 1903 the average yield was 18.4 bus.; in 1913, it was 17 bus. The need of better seed and proper fertilization was emphasized. At one time the yield in Ontario was as high as 40 bus. an acre.

The seed house of the Waldron Seed Co., Waterloo, Neb., was destroyed by fire the morning of Mar. 18. The total loss is estimated at \$65,000, two-thirds of which is covered by insurance. The building was four stories high and was valued at \$7,000. The fire started on the side of the building next to the Union Pacific tracks, and it is thought that sparks from a passing engine were responsible for the blaze.

Ottawa, Ont., Apr. 8.—The clover crop made a good catch, and entered the winter in a more forward condition than fall wheat. Some heaving has been reported, but as a rule opinions regarding the present condition of the fields are more or less favorable, notwithstanding the light protection of snow, especially during mid-winter. Like fall wheat, clover has yet to pass through the trying time of April.—Ontario Dept. of Agri.

Milwaukee during March received 125,310 lbs. of timothy seed, 216,705 lbs. of clover seed, and 51,600 bus. of flaxseed, and shipped 60,000 lbs. of timothy seed, 750,000 lbs. of clover seed, and 5,500 bus. of flaxseed, compared with 254,775 lbs. of timothy seed, 290,590 lbs. of clover seed, and no flaxseed received, and 60,945 lbs. of timothy seed, 74,395 lbs. of clover seed, and no flaxseed shipped, during March, 1912.—H. A. Plumb, Sec'y, Chamber of Commerce.

The stock of dried lima beans in all California warehouses on Mar. 1 is estimated at 300,000 sacks by the Lima Bean Growers Ass'n. In addition to this, 25,000 sacks are estimated in farmers' barns. Deducting 100,000 bags, which will be needed to plant 15,000 acres, the estimated acreage for this year, there are but 225,000 bags available for consumption. Considering the size of the 1912 crop, this stock is smaller than has been available on March 1 for a number of years.

Imports of seeds during the seven months prior to Feb. 1, included 3,606,723 bus. of flaxseed and 15,032,010 lbs. of clover seed; compared with 2,880,988 bus. of flaxseed and 19,671,290 lbs. of clover seed imported during the corresponding period of 1911-12. Exports during the seven months included 3,380,164 lbs. of clover seed, 12,183,384 lbs. of timothy seed and 16,005 bus. of flaxseed; compared with 1,383,952 lbs. of clover seed, 3,441,127 lbs. of timothy seed and 137 bus. of flaxseed exported in the corresponding period of 1911-12. Exports of foreign seeds during the seven months prior to Feb. 1, included 1,206 lbs. of clover seed and no flaxseed; compared with 128 lbs. of clover seed and 21,919 bus. of flaxseed, exported during the corresponding period of 1911-12, as reported by O. P. Austin, Chief of the Bureau of Statistics.

Toledo received 663 bags of clover seed during the week ending Apr. 5; compared with 900 bags received last year. This brings total receipts this season to 48,696 bags; compared with 36,329 bags received during the preceding season. Clover seed shipments amounted to 6,220 bags, compared with 2,820 for the corresponding week last year. Shipments this season total 52,994 bags; compared with 39,578 shipped up to this date last year. Alsike receipts were 28 bags; compared with 80 bags a year ago. Total receipts of alsike for this season are 4,697 bags; compared with 8,047 bags received last year. Shipments of alsike were 388 bags for the week. Timothy seed figures are 77 bags received, compared with 390 received a year ago; receipts for season to date, 49,225 bags against 35,295 for preceding season. Shipments for the week amounted to 1,782 bags; for season to date, 37,757 bags.

## NO QUARANTINE AGAINST ALFALFA SEED; BUT FUMIGATION REQUIRED.

*Grain Dealers Journal:* The trade has apparently been misinformed with regard to a California quarantine against Idaho alfalfa seed. This misinformation has apparently been quite broadly disseminated by certain grain and seed dealers in the middle west who desire to work against Idaho products. The idea has arisen through the fact that in the California quarantine against the alfalfa weevil the statement is made that Utah and Idaho seed must be fumigated before sold in the State of California. This is a very inexpensive process, costing something like two or three dollars per car. We are constantly receiving quantities of Idaho and Utah alfalfa seed in this state and consider it to be the best alfalfa seed grown.

California has established no quarantine against grain of any kind.—Harry S. Smith, Superintendent Insectary Division, State Commission of Horticulture, Sacramento, Cal.

## From the Seed Trade.

St. Joseph, Mo.—Indications are that farmers will plant an increased acreage of clovers of all kinds and alfalfa. Timothy is doubtful, but we believe a largely increased acreage will be planted as the seed is very cheap this year. We think the same will be true of blue grass.—Chesmore-Eastlake Mer. Co.

Crawfordsville, Ind.—New clover best we have had in years. Quite a lot of timothy seed threshed last year and biggest end of crop is being carried over on account of low prices. Farmers expect to sow alfalfa this season as those who planted



last year have fine stand, as it came thru the winter in fine shape.—H. T. Stout.

Harlan, Ia.—We believe that the acreage planted to seed crops in this vicinity will be largely increased this year. No seed will be carried over, as the supply of clover and timothy seed has been short the past seasons on account of dry weather. Little alfalfa is grown in this locality. Blue grass seed is also a short crop with us. Not much of this seed can be harvested because of the rank growth of pepper grass.—Webb McConnell, Green Valley Seed Co.

I appreciate the Grain Dealers Journal very much and do not see how one interested in grain can afford to be without it.—John A. Wright, Liberty Center, O.

SAWDUST is the newest source of feedstuffs, if British reports are reliable. By treating sawdust with sulphurous acid and cooking it with steam at 90 lbs. pressure the cellulose in the wood is changed into glucose or grape sugar. Large quantities of this sugar have been produced and tests made upon horses would seem to indicate that it makes a highly nutritive ingredient in a ration. The new product will be marketed under the name of "Sacculose." An American firm is carrying this process a step further and, by fermenting the sugar, produces ethyl alcohol of high proof. The cost of manufacture is exceedingly low, and those backing the enterprise believe that in a few years they will be able to produce alcohol in sufficient quantities and at a cost low enough to make it a competitor of gasoline for fuel, power and lighting.

## S. G. COURTEEN'S FIRE-proof Seed Warehouse and Elevator at Milwaukee.

The fire-proof warehouse and seed cleaning plant now being completed at Milwaukee for S. G. Courteen, seed merchant, is of unusual interest. It is not only a thoroly modern seed warehouse, but one of the strongest and heaviest concrete structures in this country. It is designed to carry a live load of 400 pounds to the square foot, with a factor of safety of five to one, i. e., the breaking point would be about 2000 pounds to the square foot.

The property is triangular in shape, with a frontage of 153½ feet on Lake Street, a depth of 300 feet on an alley, and a side track on the other side of the building of 330 feet. The site for the building was selected for the many advantages of its location. It is in the heart of Milwaukee's business section, within a few blocks of the various freight depots, and in one of the largest freight yards of the C., M. & St. P. Ry., thus insuring quick movement of shipments, either in carlots or less.

To secure a foundation that would carry the building and contents with absolute safety it was necessary to drive 1955 piles, each over 50 feet long. The floors, girders and columns are all of reinforced concrete. The outside walls are of brick. All stairways, elevator shafts and other floor openings are partitioned off with tile walls fitted with automatic fire doors. It is a thoroly fire-proof building. The main part of the building, which is eight

stories in height, will be utilized for warehouse purposes. The cleaning section is eleven stories and rises to a height of 130 feet. It is fitted with the most improved type of elevating and conveying machinery. The equipment includes: A receiving jack leg, capacity 5000 bu. per hour, a lofting leg, with capacity of 5000 bus. per hour, 2 transfer legs, capacity 3000 bus. per hour, 1 elevator leg, capacity 1000 bus. per hour, 1 1600 bu. Fairbanks-Morse Steel Hopper Scale, automatic car shovels, car puller, belt conveyors, steel bins and spouting, 2 platform freight elevators, each with a capacity of 5000 lbs. and an electric passenger elevator.

Besides special bag chutes and bag conveying machinery, provision has been made for cleaning facilities of large capacity. The plant is equipped throughout with the "Clipper" Cleaners in addition to other special cleaning machinery.

Eleven concrete storage tanks, 75 feet high, with a capacity for storing 100,000 bus. of grain in bulk, form a part of the building. The plant was designed and erected by The Barnett & Record Co.

Mr. Courteen started in the seed business in Milwaukee in 1892, in a four-story building, 25 by 100 feet. A year later, the business had increased so that he had to double his capacity. A few years later, he acquired a large warehouse, located on the river, covering an acre and a half of ground, now known as "Courteen's Dock." The new building has a floor space about two and one-half times as large as the warehouses he is now operating.



S. G. Courteen's Fireproof Seed Warehouse at Milwaukee, Wis.



## Feedstuffs

The Cole bill for a tax on feedstuffs was killed in the New York Senate Com'te.

The American Feed Manufacturers Ass'n will hold its annual meeting in May at some central city.

Cincinnati received during March 6,409 tons of bran and middlings and shipped 6,891 tons.—Wm. Culkins, supt., Chamber of Commerce.

Fire at Granite City, Ill., Mar. 23 destroyed 186 cars of alfalfa meal and oat feed in a warehouse leased by the Corno Mills Co., of St. Louis. Loss, \$200,000; insured.

San Francisco received 1,735 tons of bran in March; compared with 1,548 tons received in March, 1912.—Henry C. Bunker, chief inspector, Chamber of Commerce.

Representative Lund of Hamilton has introduced in the Iowa legislature a bill, H. F. No. 302, to amend the law relating to the sale of manufactured concentrated feeding stuffs.

The Tri-State Feed Dealers Ass'n will hold its annual meeting Apr. 22-23 at Binghamton, N. Y. Non-members engaged in the feed business, as well as members, are requested to attend.

Baltimore received during March 911 tons of feed and shipped 230 tons; compared with 681 tons received and no shipments during March, 1912.—Jas. B. Hes-song, sec'y Chamber of Commerce.

Kansas City received 480 tons of bran and shipped 8,840 tons during March; compared with 360 tons received and 3,980 tons shipped during March, 1912.—E. D. Bigelow, sec'y Board of Trade.

The Sears Milling Co. is erecting a plant at Chalmette, La., to turn out 100 tons per day of grain, mixed feeds and alfalfa meal. Geo. E. Sears is pres. and mgr. and Adolphe d'Aquin, sec'y-treas.

Milwaukee received 9,600 tons and shipped 9,926 tons of feed during March, compared with 6,250 tons received and 18,996 tons shipped during March, 1912.—H. A. Plumb, Sec'y, Chamber of Commerce.

Minneapolis received 4,470 tons of feed and shipped 49,938 tons during March; compared with 5,030 tons received and 59,404 tons shipped during March, 1912.—John G. McHugh, sec'y Chamber of Commerce

Minneapolis received 1,056,760 bus. of flaxseed and shipped 270,680 bus. during March; compared with 397,460 bus. received and 110,040 bus. shipped during March, 1912.—John G. McHugh, sec'y Chamber of Commerce.

The Republic Milling Co. has been incorporated to manufacture all kinds of feed, especially mixed molasses feed. The capital stock is \$100,000 and the incorporators are Fred Klein, M. W. Voorbies, Arnold Thurman and Chas. J. Reed.

St. Louis received 38,540 sacks and 13 cars of bran and shipped 453,790 sacks and 486 cars during March; compared with 50,440 sacks and 142 cars received and 232,910 sacks and 518 cars shipped during March, 1912.—Eugene Smith, sec'y Merchants Exchange.

The Arkansas mixed feed law, which places a tax of 25c per ton on pure corn chops, will be fought in the courts by the Board of Trade of Little Rock, Ark. Inasmuch as this tax increases the cost of manufacture, Arkansas millers are placed under a disadvantage in competing for business in other states.

J. L. Nessler will establish an office at Memphis, Tenn., as general sales agent for the alfalfa mills of Kansas, Oklahoma and Colorado. He has resigned the management of the Consolidated Alfalfa Milling Co., at Newton, Kan., and will soon remove to Memphis.

The Wisconsin pure food law, requiring the labels of packers to indicate the nature of the contents, was declared invalid in so far as it applies to original packages imported into the state, in a decision given by the Supreme Court of the United States Apr. 17. The Court held that the law interfered with interstate commerce.

The Missouri feedstuffs law, which has passed the House, provides that packages must be branded with net weight; protein, fat and fiber; name and address of manufacturer. Tax tags must be attached, furnished by the state, the tax amounting to 20 cents per ton. The penalty for violation of the law is \$100 fine. The legislature adjourned before the bill passed the senate.

Oil cake exported in the seven months prior to Feb. 1, included 39,334,771 lbs. of corn oil cake, 705,705,137 lbs. of cotton seed oil cake, and 469,484,143 lbs. of linseed oil cake; compared with 37,970,725 lbs. of corn oil cake, 830,858,989 lbs. of cotton seed oil cake and 338,540,175 lbs. linseed oil cake exported in the corresponding period of 1911-12, as reported by O. P. Austin, Chief of the Bureau of Statistics.

Government inspectors seized three carloads of feed barley consigned by the H. Poehler Co., Minneapolis, to the Henry Rang Co. of Chicago on the tracks of the C. & N. W. Ry. at Chicago on Apr. 9. The federal officials charged that the barley was adulterated with screenings, weed seeds, and barley needles. How long will it take for shippers to establish their right to sell and ship what buyers want?

### Imports and Exports of Beans.

Beans amounting to 707,929 bus. were imported in the seven months prior to Feb. 1; compared with 493,350 bus. imported in the corresponding period of 1911-12. Exports of beans and dried peas during the seven months prior to Feb. 1, included 261,524 bus. of domestic origin and 275,527 bus. of foreign origin; compared with 247,290 bus. of domestic origin and 122,543 bus. of foreign origin exported in the corresponding period of 1911-12, as reported by O. P. Austin, chief of the Bureau of Statistics.

### Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the seven months prior to Feb. 1, aggregated 72,715,404 lbs.; compared with 66,671,659 lbs., imported in the corresponding period of 1911-12. Exports included 3,346,521 lbs. of rice to Feb. 1; compared with 24,782,562 lbs., exported in the corresponding period of 1911-12. Of foreign rice, rice flour, rice meal and broken rice,

we re-exported 7,389,981 lbs. during the seven months prior to Feb. 1; compared with 4,759,308 lbs. re-exported in the corresponding period of 1911-12, as reported by O. P. Austin, chief of the Bureau of Statistics.

### ARKANSAS RECIPROCAL Demurrage Law Valid.

The Supreme Court of the United States on Feb. 24 sustained the validity of the Arkansas statute placing a penalty on carriers failing to furnish cars for intrastate shipment.

Between Sept. 20 and 30, 1907, the St. Louis, Iron Mountain & Southern Ry. Co. persistently refused to furnish cars to operators of coal mines along its line, while at the same time discriminating in favor of a coal company which it controlled, by furnishing it with an adequate supply of cars, the part of the coal so carried was sold in the open market. This placed the company in the position of using its privileges and facilities as a common carrier solely for its private profit.

The state railroad commission, after a hearing, directed the prosecuting attorneys in the several counties in which the railroad was situated to bring suit to recover penalties of not less than \$500, not more than \$3,000 for each offense, under the act of Apr. 19, 1907; and the railroad company began this suit in the U. S. Circuit Court to enjoin the state railroad commission from prosecuting its suits, alleging the law was an unconstitutional regulation of interstate commerce. This contention was upheld by the Circuit Court, only to be rejected by the United States Supreme Court, dismissing the bill of the railroad company. The Supreme Court held that the statute was practically a restatement of the shipper's common law right and deprived the carrier of none of its defenses. Judge Lurton, for the Supreme Court, said:

The case turned below upon the single question of the constitutionality of the act of April 19, 1907, being an act entitled "An Act to Regulate Freight Transportation by Railroad Companies Doing Business in the State of Arkansas." The only parts of that act here in any way involved are the first paragraph of the 1st section, and the last clause in the 17th section. The paragraph of the 1st section is the legislative authority under which the commission finds power to make its order, No. 346, concerning the duty of carriers to furnish cars upon the demand of shippers, its said order being in the very words of that paragraph, as follows:

**Furnishing Cars.**—"That when a shipper makes a written application to the station agent of a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, stating in said application the character of the freight, and its final destination, the railroad company shall furnish same at the place of shipment within six days from 7 o'clock a. m. the day following such application."

The clause concluding the 17th section of the act is in these words:

"Interstate railroads shall furnish cars on application for interstate shipments, the same in all respects as other cars to be furnished by intrastate railroads under the provisions of this act." [Acts 1907, pp. 454, 463.]

We shall for the purposes of this case, assume that the railroad company did fail and refuse to furnish cars as requested, and that it also favored a coal company in which it was interested, and that it rests its defense upon the invalidity of the act of 1907.

The attack upon that act turned upon two propositions.

a. That the clause of the 17th section, set out above, manifests an intention that the act shall apply as well to interstate shipments as to intrastate shipments, and that this purpose invalidates the whole act, as there is nothing to justify the court in saying that the valid parts of the act would have been passed without the invalid parts.

b. That the requirement to furnish cars, found in the 1st section, is absolute, and that no excuse arising from the detention



of the company's cars upon other and connecting lines of railroad in and out of the state, nor for delays due to sudden emergencies, unusual congestion of traffic, catastrophes, or other unavoidable and unusual conditions without fault, is a defense against the penalty imposed for failure to supply cars as required.

Coming first to the clause in the 17th section, which the court below held invalidated the whole act:

**Valid as to Intrastate Traffic.**—That clause probably means no more than that there shall be no discrimination against demands for cars for interstate shipments. If, however, it be construed as extending the act so as to regulate the furnishing of cars for interstate shipments, it would be invalid by reason of the provisions of the Hepburn amendment to the act to regulate commerce of June 29, 1906, 34 Stat. at L. 584, chap. 3591, U. S. Comp. Stat. Supp. 1911, p. 1288]. Chicago, R. I. & B. R. Co. v. Hardwick Farmers' Elevator Co. 226 U. S. 426, ante 174, 33 Sup. Ct. Rep. 174.

But the penalties imposed by the act here involved are enforceable only in an action at law, and in such an action the supreme court of the state has held that such a statutory provision is but declarative of the common law, and that any reasonable excuse for a failure to furnish cars upon the requirement of a shipper may be interposed. *St. L. S. W. R. Co. v. Clay*, 77 Ark. 357; *St. L. S. W. R. Co. v. State*, 85 Ark. 311; *Oliver v. C. R. I. & P. R. Co.*, 89 Ark. 466. In the case last cited the court said of this provision of the act of 1907 that "the failure to furnish cars under the terms of the act will establish prima facie a breach of duty on the part of the railroad companies. This will not preclude their right to set up such a defense as will excuse or justify the failure."

Neither is the requirement of the act as to the duty of furnishing cars absolute, as held by the court below. That the act upon its face includes no exceptions or excuses is not conclusive of its meaning and intent.

The cases referred to make it clear that the statutory duty of furnishing cars upon the reasonable notice of a shipper is not absolute, and that the legislature did not intend to impose upon railroad companies the duty of furnishing cars to a particular shipper, regardless of its equal duty to other shippers, state and interstate, or to a situation due to some unusual and unavoidable condition which made it unreasonable that it should be penalized for non-compliance; and also that if, in the administration of the statute, a ruling is made by the state court in respect to an excuse for non-compliance which operates as a restraint upon interstate commerce, a Federal question arises which may be reviewed by this court.

The result is that the decree must be re-

versed and the case remanded, with direction to dismiss the bill.—*John E. Hampton v. St. Louis, I. M. & S. Ry. Co.* 33 Sup. Ct. Rep. 263.

## SEASONAL FLUCTUATION of Grain Prices During Each Year.

The fluctuations of the average prices received by farmers for corn, oats, wheat, cotton and hay during the period from 1908 to 1912, inclusive, are presented herewith by means of the accompanying charts, prepared by the Bureau of Statistics, U. S. Dept. of Agriculture. The average monthly prices for the entire period are represented by 100. The regular seasonal variation may be readily observed.

During three years the highest prices for corn were reached on Aug. 1; once each on July 1 and June 1. The lowest prices are recorded on Dec. 1 during four years and on Jan. 1 once. The increase from the low price to high price was 51 per cent in 1908; 27 per cent in 1909; 12 per cent in 1910; 37 per cent in 1911, and 33 per cent in 1912.

From Dec. 1 to Aug. 1 the average increase in price, during the last five years, was 31 per cent; that is, from 55.9 per cent, the average on Dec. 1, to 72 cents, the average on Aug. 1. From December to August the normal shrinkage in weight of corn is from 8 to 14 per cent. About 13 per cent of the corn sold in a year is marketed in January, 10 per cent in February, 7 per cent in March, 5 per cent in April, 8 per cent in May, 7 per cent in June, 5 per cent in July, 6 per cent in August, 6 per cent in September, 7 per cent in October, 11 per cent in November and 15 per cent in December. The marketings in December, the month of heaviest movement, it is apparent, are about three times as heavy as in July, the month of lightest movement.

The chart showing the movement of oats discloses the influence of the large crops of 1910 and 1912 and of the short crop of 1911. The parallel with corn prices is marked. In 1909 the oats produc-

tion was 1,007,000,000 bu.; in 1910, 1,186,000,000; in 1911, 922,000,000; and in 1912, 1,418,000,000 bu.

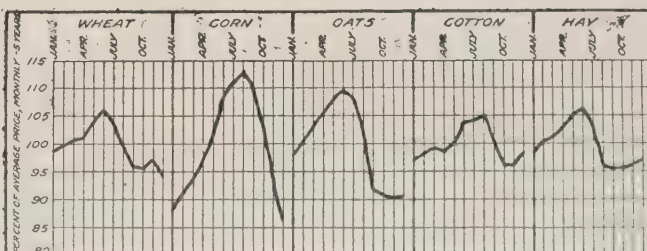
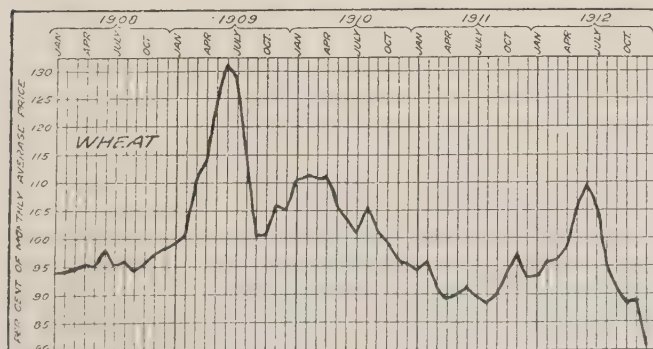
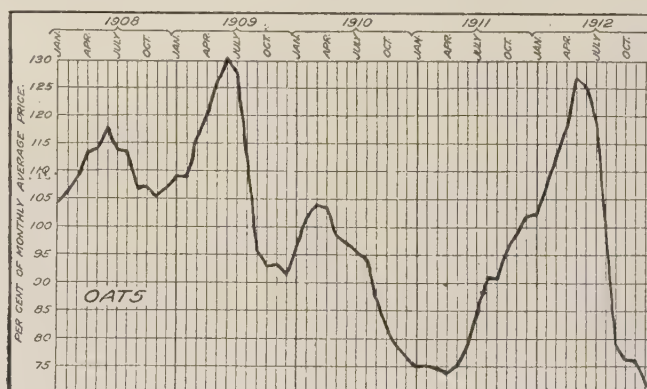
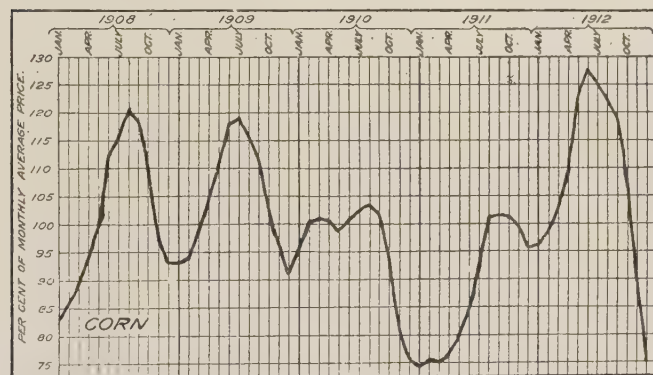
The irregularity of the fluctuations in wheat prices is explainable on the basis of the influence of "world" conditions, an influence stronger in its effect on this grain than upon other staple crops. In 1909 wheat production in the United States amounted to 683,000,000 bu.; in 1910, 635,000,000; in 1911, 621,000,000; and in 1912, 730,000,000 bu.

The seasonal trend of prices, when the average monthly prices of wheat, corn, oats, cotton and hay, during the five year period, are combined, is shown in the fourth chart. These averages show that the top prices rule just before harvest, and bottom prices just after harvest. Thus, as the wheat harvest precedes the corn harvest, so the top and bottom prices of wheat precede those of corn by about two months. In corn the advance in prices has often been postponed until the last half of March, as in 1913.

CORN reserves are enormous, yes; but consumption also is enormous; only 41% of last year's record crop still in farmers' hands—in the face of hog scarcity, mild winter and plenty of other feedstuffs. Breaking up of roads will curtail arrivals. How much will the farmer hold to feed the expected greatly increased hog population? Nine dollar hogs make it profitable. Reckon also on the farmer's inclination to keep back a generous supply until the next crop nears maturity. Big reserves may do the disappearing act—as in 1907, when consumption of 1,218 million from Mar. 1 to Nov. 1 gave a minimum supply at the latter date.—*Southworth & Co.*

I find more information in the Grain Dealers Journal than in any other journal I read.—W. B. Essick, mgr., Manley Co-operative Grain Ass'n, Manley, Neb.

It wud be hard to do without the Grain Dealers Journal now after taking it for a year.—I. S. Robinson, agt. Equity Elvtr. & Trading Co., Brocket, N. D.



Seasonal Fluctuation of Grain Prices.



# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The Darragh Co. will build a new warehouse with a capacity for 400 cars of grain.

Green Forest, Ark.—A charter has been granted to the Green Forest Milling & Elevtr. Co.; capital, \$25,000; to purchase wheat and grain and to manufacture and sell flour.

Little Rock, Ark.—Following the recent death of Harry K. Cochrane, the H. K. Cochrane Co. has been reorganized and H. K. Cochrane Jr. is pres. and treas. of the new company.

Weiner, Ark.—Page M. Patterson and Dr. F. D. Smythe bot the Weiner Rice Mill, at auction recently, bidding \$21,000. The business will be reorganized and the plant put into shape for fall business.

## CALIFORNIA.

Receipts of grain at San Francisco during March included 22,565 tons of wheat, 7,113 tons of barley, 1,437 tons of oats, 476 tons of corn and 41,826 sacks of beans; compared with 11,486 tons of wheat, 6,180 of barley, 1,967 of oats, 467 of corn and 64,371 sacks of beans received in March, 1912.—H. C. Bunker, chief inspector, Chamber of Commerce.

## CANADA.

Winnipeg, Man.—The Acme Grain Co. incorporated.

Lethbridge, Alta.—The Ellison Mfg. Co. will build a 250,000-bu. elevtr. and double the capacity of the mill.

Millet, Alta.—I am not interested in the grain business at present.—Hobart A. Dowler, formerly representative of Alberta Pacific Elevtr. Co.

Winnipeg, Man.—The Can. Nor. Ry. Co. has raised the embargo recently put on grain shipments from country points and is now ready to accept such shipments for storage at Port Arthur.

Winnipeg, Man.—Chas. C. Castle, who has been a member of the grain commission since it was organized in 1900, recently tendered his resignation, to take effect Apr. 1. Mr. Castle will go back to the "simple life" on his big farm at Teulon, Man.

Moose Jaw, Sask.—Negotiations have been closed between this city and A. L. Irish, pres. of the National Sales Corporation of Cincinnati, for the erection of a flax mill, also a plant for the manufacture of linseed oil, cake and meal, the city providing a site. Geo. G. Metzger is also interested in the plant which is to be in operation within a year.

Edmonton, Alta.—At a meeting of the board of grain commissioners here, Mar. 28, complaints regarding the shortage of weights at the elevtr. of the Grain Growers Grain Co. at Port Arthur, were made by J. Smith and Mgr. Leval of the Farmers Elevtr. Co. at Sedgewick. A deputation from Red Deer argued for the location of an internal elevtr. at that point.

Moose Jaw, Sask.—Special binning of wheat, sample markets, and the location of interior storage elevtrs. were the subjects discussed at the recent meeting of the grain commission at this point. In reference to the special binning of wheat, J. Dunning, gen. mgr. of the Sask. Co-operative Elevtr. Co., said that owing to the tickets issued by his company specifying the weight and identity of the grain and not the weight and grade, which is permissible by the ordinary warehouse receipt regulation, the special binning business of the province was being put out of business thru appeals for reinspection.

Vancouver, B. C.—Representatives of the Board of Trade and the grain interests are making every effort to induce the Dominion Commission to build a large elevtr. here. The demand for western grain in the Orient is increasing steadily and this seems the logical port for an elevtr. Private interests do not wish to build until the Commission has signified its attitude in the matter.

Port Arthur, Ont.—The new 80 tank addition to the elevtr. of the Can. Pac. Ry. Co. was opened at noon, Mar. 26, and 2,500,000 bus. was immediately run into it from Elevtrs. "A" and "B," which however still contain 5,000,000 bus. The space made vacant was filled from 2,500 carloads which have been held on side tracks awaiting storage room at the elevtrs. The company now has storage capacity for 9,000,000 bus., but contemplates building another 80-tank addition this summer.

Lethbridge, Alta.—Chairman Magill, chairman of the board of grain commissioners, made the following statement at a meeting of the commissioners in this city Mar. 13: There are three logical places this side of the Rocky Mountains in Alberta where internal storage elevtrs. might be located. These are Lethbridge, Edmonton and Calgary. We have not definitely decided where the proposed elevtrs. should be placed, but we are gathering data on this tour in that connection.

Winnipeg, Man.—The Alberta Pacific Elevtr. Co. has been charged with discriminating against the Grain Growers Grain Co. by E. J. Fream, representing the latter company. He alleged before the Dominion Grain Commission that the Alberta Co. had been attempting to divert shipments intended for the Grain Growers Terminal Elevtr. at Port William. The defendants filed a counter charge, alleging short weights at the terminal. The commission will take no action in the matter until statistical data is brought forward to substantiate the claims of both companies.

## COLORADO.

Salida, Colo.—We may install a cleaning outfit for seed grain and seeds.—Geo. W. Vaughn.

Denver, Colo.—The Russell Gates Merc. Co. has moved its headquarters from Colorado Springs to this city.

## IDAHO.

Nampa, Ida.—S. B. Barteau is now mgr. of the Farmers Elevtr. Co.

Latah, Ida.—Farmers are organizing an elevtr. company and will build an elevtr. for the bulk handling of grain.

Downey, Ida.—The Farmers General Trading Co. contemplates the erection of a grain warehouse. R. C. Geddes is pres.

## ILLINOIS.

Archie sta., Sidell p. o., Ill.—The elevtr. at this station has been closed.

Henning, Ill.—The Farmers Grain Co. will install an automatic scale in the elevtr.

Freeport, Ill.—We expect to cover our elevtr. at Rinehart with corrugated iron.—H. A. Hillmer Co.

Woodford, Ill.—J. A. Simpson is rebuilding the elevtr. burned Jan. 17.—Davison & Livingston, Toluca.

Bloomington, Ill.—The Central Mill & Elevtr. Co. has increased its capital stock from \$25,000 to \$30,000.

Pheps, Ill.—I have succeeded S. C. Bartlett & Co. at this station. H. E. Shugart is agt.—F. H. Curtis, Larchland.

Blue Ridge, Ill.—I am in charge of the elevtr. owned by former Vice President C. W. Fairbanks.—Ed. Smith.

Golden, Ill.—The Golden Elevtr. & Mfg. Co. has bot the elevtr. and property of H. H. Emminga, paying \$48,500.

Maroa, Ill.—I have bot the grain and coal business of Duvall & Co., taking possession Mar. 1.—J. L. Francis, Tremont.

Merna, Ill.—James Carmody will build a new elevtr. on his old elevtr. site. Work will be started as soon as the weather permits.

Bristol, Ill.—The Farmers Elevtr. Co. has closed the deal for the elevtr. of the Elliott-Ebrecht Co. and will take possession June 1.

Bloomington, Ill.—A. N. Steinhart, sec'y of the Illinois Farmers Grain Dealers Ass'n, will move Apr. 15 from Ransom to this city.

Haldane, Ill.—The Farmers Elevtr. Co. has been fortunate in that it has induced Alex Hedrick again to assume the management of its house here.

Lincoln, Ill.—Thos. Ryan, a retired grain dealer of this city, fractured his left hip Mar. 27, when he slipped on a culvert and fell heavily to the sidewalk.

Toluca, Ill.—We are tearing down our east elevtr., having handled all the grain thru our west house for the last few years.—Davison & Livingston.

Osman, Ill.—We will install a new gasoline engine, put in new legs and dumps and in fact remodel our whole elevtr.—Geo. A. De Long. L. N. Leffler, mgr.

Foosland, Ill.—We expect to entirely remodel our elevtrs. here and at Proctor and Osman. The plants will also receive a coat of paint.—Geo. A. De Long.

Monmouth, Ill.—Fletcher Smith and his son Chester have bot the elevtr. of the S. C. Bartlett Co., taking possession April 1. The new owners will operate as Smith & Son.

Urbana, Ill.—Nelson & Fraser, De Kalb, and The Minier Grain Co., Minier, have been admitted to membership in the Illinois Grain Dealers Ass'n.—S. W. Strong, sec'y.

Lake Mills, Ill.—Contrary to reports, we have made no plans for building an elevtr. here and there is little prospect at present that one will be put up.—Lake Mills Lbr. Co.

Harris, Ill.—The Harris Grain Co. incorporated; capital stock of \$6,500; incorporators, H. B., H. C., J. O., Robt., Sr., Homer, J. W., and Thomas Bateman and 47 others.

Gibson City, Ill.—Our firm name is incorrectly quoted in the Directory of the Illinois Grain Dealers Ass'n, the correct name being Drummer Grain Co.—S. Ayresman, mgr.

Tallula, Ill.—Beggs, Fisher & Savage will build an elevtr. at this station. Work will be started as soon as weather permits.—Wm. F. Erb, mgr. Beggs, Lynd & Husmann.

Clarksdale, Ill.—J. E. Larkin, who has been in the grain business at this station for the last 30 years, is reported to be going into the grain commission business at St. Louis.

Kewanee, Ill.—It is rumored that both elevtrs. will have to be moved to provide for the site of the new C. B. & Q. depot.—W. H. Hayes, mgr. Farmers Grain Elevtr. Co., Neponset, Ill.

Winchester, Ill.—W. T. Hamilton, formerly mgr. of the Berry-Breckenridge Farmers Grain Co., Breckenridge, will become mgr. of the Farmers Elevtr. & Merc. Co., Apr. 20.

Neponset, Ill.—I have succeeded M. O. Scott as mgr. of the Farmers Grain Elevtr. Co. at this station. I was formerly at Welland. We have increased the capital stock of the company from \$5,000 to \$15,000. The office has been fitted up with a new vertical filing system and we will handle flour in addition to grain.—W. H. Hayes, mgr.



Elwood, Ill.—We are figuring on using electricity as our motive power and will also install an automatic scale. We are also going to cover our elvtr. with corrugated iron.—J. C. Beattie.

Freeport, Ill.—Rosenstiel & Co. have engaged in business at this point, operating as brokers and jobbers. The company has retained its elvtr. at Kent, but has sold the house at Stockton.

Woodford, Ill.—J. A. Simpson & Son, operating as the Woodford Elvtr. Co., have announced that they will pay for the oats stored in their elvtr. burned Jan. 17, at the market price of oats on that day.

Peoria, Ill.—The wife of C. C. Miles was injured Apr. 6, when a street car crashed into the automobile in which she was riding with her sister. Mrs. Miles was badly cut and bruised but escaped serious injury.

Hawks Crossing, no p. o., Ill.—The Farmers Elvtr. Co. will be incorporated with a capital stock of \$5,000 by W. H. Odiorne, Louis Ostermeir and Fred. Ladage. An elvtr. will be built on the Ill. Traction System.

Lockport, Ill.—Recent storms damaged the power house of the electric company furnishing power to the Northern Cereal Co. and several other elvtr. and mlg. plants, and the plants were closed for a few days in consequence.

Cerro Gordo, Ill.—Albert Hiser of La Place is interested in the organization of a farmers elvtr. company here. He has bot a site for an elvtr. on the I. T. S. and Wabash and work on the building will be started at an early date.

Malta, Ill.—I have not fully decided as to improvements I will make in elvtr. If I make any changes I shall probably lower the driveway, put in another dump and a larger engine and increase the capacity of the house.—E. D. Stanford.

Lodge sta., Monticello p. o., Ill.—We bot the old P. B. Webster Elvtr., Mar. 22, for \$1,000, including the store building and 4 building lots. This station handles from 75,000 to 100,000 bus. of grain in a year.—G. J. Timmons, mgr. Roy H. Jones & Co.

Mattoon, Ill.—The question of rebuilding the elvtr. of the Farmers Grain Co., burned Oct. 22, 1912, will be definitely settled at a meeting of the stockholders Apr. 12. The majority of the stockholders are in favor of rebuilding on the plan of the old house.

Bloomington, Ill.—Chas. Pennington, formerly a grain broker in this city, was shot and instantly killed in Chicago, by Harry Farrell, who mistook him for a burglar. Pennington made a mistake in going to his room and attempted to enter Farrell's apartment.

Lexington, Ill.—I have bot the elvtr. formerly known as the Rogers Elvtr. recently operated by the Lexington Grain Co. Am overhauling all machinery, putting in new spouts and a new engine. I shall also paint the house and will open for business May 1.—A. P. Schantz.

Dixon, Ill.—The plant of the Dixon Cereal Mills Co. burned at 6:20 a. m., Mar. 22. The fire was discovered in the engine room and the building was gutted. Large quantities of grain, flour and feed were badly damaged by smoke and water. The loss is fully covered by insurance.

Saunemin, Ill.—We have two elvtrs in fine condition with a combined capacity of 80,000 bus. To prevent the mixing of corn and oats we use one house for corn exclusively and the other for oats. We expect to install a cast iron gravity loading spout.—G. J. Carson, mgr. Saunemin Elvtr Co.

North Richie sta., Wellington p. o., Ill.—Farmers are permitted by the court to use the elvtr. of Bruns & Stahl who recently failed as reported in this column Feb. 25. Bruns & Stahl do the work and are being paid 1c per bu. for their labor. Some grain is being handled thru the house. Storing of farmers grain was the cause of the failure.—S.

Ludlow, Ill.—The governor belt on the steam engine in the elvtr. of E. D. Risser broke Mar. 28, while the new corn drier was being operated, and for a time it was feared the building would be threshed to pieces by the wildly running machinery before the engine could be stopped.

Walton, Ill.—The elvtr. of the Neola Elvtr. Co. at this station was partially wrecked by the tornado of Mar. 24; the roof was blown off and the cupola carried away. The damage amounted to \$500. Work of reconstruction has been started and the elvtr. will soon be in perfect condition again.

Springfield, Ill.—H. B. 277 introduced by Senator Gorman has been given its first reading and referred to the com'te on railroads. The bill provides that a fine of not less than \$10 and not exceeding \$200 shall be imposed on anyone convicted of sweeping empty grain cars standing at a station for the purpose of carrying away the sweepings from the cars.

Cody sta., Springfield p. o., Ill.—S. D. Cloud, engineer of the Central Illinois Grain Co., was caught in the machinery at the elvtr., Mar. 24, just as he was preparing to shut down the plant for the day and was seriously injured. He stepped into a hole in the floor of the pit and was thrown upon the engine belt. He was carried once around the wheel before his body became so tightly wedged as to stop the engine, sustaining a broken knee-cap and leg also being badly bruised.

Galena, Ill.—Clune & Marfield were succeeded by D. Clune and owing to Mr. Clune's advanced age he has now retired from active grain business. His buildings are not being used. Last year we shipped 75 cars of grain but this year the Mississippi river did not freeze sufficiently for the Iowa farmers to drive across the river with their grain. Only one farmer hauled grain to us from the Iowa side this year and he only hauled one load; the ice only being safe for two days this year.—M. Slattery & Son.

Royal, Ill.—C. E. Fletcher has brot suit against the C. C. & St. L. Ry. thru Wm. R. Bach, attorney for the Illinois Grain Dealers Ass'n, to recover \$633 on account of the loss of a car of grain destroyed by fire at the time the Zorn Elvtr. at Rumpier burned in May 1912. Mr. Fletcher loaded the car of corn thru the elvtr. and before the B/L was signed the elvtr. and car burned. He filed a claim for the amount with the railroad company, which was refused and has now brot suit to enforce the carrier's liability.

Piper City, Ill.—A lively fight over box cars was carried on by two elvtr. companies at this station. One of the grain dealers had had a consignment of box cars billed to it by the B. & O. Railroad from Chicago via the C. & E. I. and the T. P. & W. and claimed since the cars were billed in this manner the other firm had no right to them. The T. P. & W., too, respected the billing and had placed the cars for loading from the elvtrs. The other firm, however, not to be outdone, deliberately hitched a team of horses to three of the empties and hauled them to a convenient place for their own use. This, of course, brought a violent protest from the firm that the cars were billed to and hence the interference of the supt. and the legal department. This is the first time for a great many years that switching has been done by horsepower on the "Tipup" and is one more event to record in connection with the extreme shortage of grain equipment during the 1912-13 season.

## CHICAGO NOTES.

Livingston T. Dickason, formerly with C. H. Canby & Co., died Mar. 22, at Naples, Italy, at the age of 69.

Mark Bates was expelled from membership in the Board of Trade for cross-trading with Frank M. Bunch.

Elvtr. "C" of the Armour Grain Co. was closed Mar. 30 for two weeks, so that the engines can be properly repaired.

The offices of J. T. McLaughlin & Co. will be moved from the Board of Trade to the 6th floor of the New York Life Bldg.

Capt. M. J. Sheridan, formerly chief grain inspector and a member of the state railroad and warehouse commission, died recently.

James Morton, an independent trader in the corn pit of the Board of Trade, was married Apr. 5 to Miss Emily Moritz at Freeport.

The repeal of the "anti-corner" rule has again been asked by members of the Board of Trade who circulated a petition Mar. 28 to that effect.

W. H. Hopkins, mgr. of the transportation dept. of the Board of Trade, has removed to a ground floor office in the Board of Trade Bldg.

John R. Mauff, Jos. Simons, A. Gerstenberg, F. B. Rice and W. L. Gregson, directors of the Board of Trade, are in charge of a revision of the rules governing the exchange.

The flood com'te of the Board of Trade appointed by Pres. Andrew was composed of H. J. Patten, A. J. White, Lowell Hoyt, T. E. Cunningham and E. S. Skillen. Contributions received amounted to over \$8,000.

Walter C. Comstock, for many years junior member of Schwartz, Dupee & Co., and later head of the Walter C. Comstock Co., was struck and killed by a train on the Pere Marquette at St. Joseph, Mich. He was at one time director of the Board of Trade.

The C. & N. W. in Sup. 5 to ICC 7387 quotes rates on carload freight between industries on the C. & N. W. Ry., having individual or private sidetracks located at Chicago stations, also between industries having individual or private sidetracks located at Chicago stations and connecting railroads; effective intrastate, Mar. 12; interstate Apr. 15.

W. M. Hopkins, mgr. of the transportation dept. of the Board of Trade, has issued Bulletin No. 222 calling attention to the fact that the A. T. & S. F. C. & A., C. & E. I., Ill. Cent. and Wabash railroads have issued tariffs applying Chicago rates to and from all Chicago industries, except on grain. In other words the above roads will not absorb switching charges on grain.

Total inspections of grain at Chicago during March included 510 cars of winter wheat, 803 cars of spring wheat, 7,514 cars of corn, 3,714 cars of oats, 125 cars of rye, 14,123 cars of barley and 3 cars of flax; compared with 713 cars of winter wheat, 310 cars of spring wheat, 8,219 cars of corn, 4,025 cars of oats, 72 cars of rye, 13,938 cars of barley and 5 cars of flax inspected during March, 1912.

Applications for membership in the Board of Trade have been made by Morris Rothchild, F. T. Rutherford and O. A. Bruso. Walt. H. Wilson, W. P. Riley, A. M. Kayser and Frank L. Hough have been admitted to membership and the memberships of J. O. Hinkley, Frank E. Peckham, H. D. Lapp, E. M. Taylor, Jas. C. Rogers and V. O'Grady have been posted for transfer. Memberships are quoted at \$2,050 net to buyer.

A com'te of five has been appointed by the Illinois Senate to demand proof by John Hill that a fund had been used to pass the privilege bill of the Board of Trade. This bill was passed by a vote of 40 to 2, the senators believing the measure to be in the interest of one of the state's most important trades, the grain business, and they are indignant at the insinuations of bribery. Likewise, Board of Trade members, who know that the passage of the bill, which is now before the House, will facilitate business and protect brokers from unjust lawsuits by unsuccessful speculators, feel that Mr. Hill should be investigated, and Ed Andrew, pres. of the Board, will name a com'te to hear anything that Hill can present to bolster up his charges. If he fails to bring proof Hill may be expelled for his persistent "knocking."



The steamer L. S. Sullivan recently loaded a record cargo of corn at the Keystone Elevator, at South Chicago, the cargo consisting of 385,000 bus. of No. 3 yellow for Buffalo.

We are indebted to Sec'y J. C. F. Merrill for a copy of the 55th annual report of the Board of Trade which contains interesting statistics of the receipts and shipments of grain and commodities and tables of the daily current prices. It also gives a list of the members, officers and committees of the exchange and the annual reports of the various bodies. A copy of the rules, regulations and by-laws of the board is given as well as a full statement of the Inspection rules.

## INDIANA.

Wabash, Ind.—We are putting in another sink and overhead dump in our elevator.—King Grain Co.

Camden, Ind.—The Farmers Grain & Supply Co. has increased its capital stock from \$10,000 to \$25,000.

Ft. Wayne, Ind.—We will remodel our elevator at Albion and install a cleaner at Gar Creek.—Stiefel & Levy.

Petersburg, Ind.—The Petersburg Mill & Elevator Co. suffered a loss of \$1,000 in damage to its plant in the recent flood.

Indianapolis, Ind.—A part of the cornice on the north side of the Board of Trade Bldg. was blown off in the recent windstorm.

Colfax, Ind.—The elevator of Abe Grove was partially demolished by a recent windstorm. The corn cribs were also leveled.

Franklin, Ind.—The plant of the Suckow Co. was badly damaged by the recent flood, all of the machinery in the elevator being ruined.

Fort Wayne, Ind.—The Egly-Doan Elevator Co. has bot the plant of the South Side Cereal Mills from the Smith Mfg. Co. Chas. D. Ream will be mgr.

Newberry, Ind.—We are building a new elevator and will install Nordyke & Marmon machinery thruout. We expect to have the house in operation for the wheat crop.—M. E. Hindman.

Kennard, Ind.—The notice of the incorporation of the Kennard Elevator Co., in this column, Feb. 25, was incorrect. We are the only firm handling grain at this station.—Geo. T. Bowen & Son.

New Ross, Ind.—Shaw & Reveal of the Max Grain Co., Max, have bot the interest of C. L. Creasey in the New Ross Grain Co. and will operate under the old name. I will remain as mgr.—N. A. Wall.

## IOWA.

Hepburn, Ia.—I am building an elevator.—G. W. Caster.

Hubbard, Ia.—The Farmers Elevator Co. will install a boiler.

Alburnette, Ia.—The Farmers Elevator Co. has been incorporated.

Lanyon, Ia.—The Farmers Elevator Co. may buy the old Brown Elevator.

Kanawha, Ia.—Johnson & Co. have succeeded Moore & Johnson.

Charles City, Ia.—The Iowa Grain & Fuel Co. is out of business.—S.

Mingo, Ia.—The S. E. Squires Grain Co. will build an elevator at this station.

Laurens, Ia.—The Farmers Trading Co. will build a cribbed addition for oats.

Honey Creek, Ia.—Farmers are interested in a company to build an elevator.

Paton, Ia.—N. C. Sinnott, mgr. of the Farmers Elevator Co., will resign May 1.

Kanawha, Ia.—The Farmers Elevator Co. has installed a 15-h.p. gasoline engine.

Fernald, Ia.—Farmers are organizing a farmers elevator company at this station.

Alden, Ia.—The elevator of the Farmers Elevator Co. is being repaired and improved.

Sioux Rapids, Ia.—The Farmers Grain Co. has let contract for a 30,000-bu. elevator.

Rudd, Ia.—The Farmers Exch. Co. will put in two dump scales during the summer.

Roberts sta., Otto p. o., Ia.—The Farmers Elevator Co. will install a motor in its elevator.

Boone, Ia.—The Farmers Elevator & L. S. Co. has installed a 1,500-bu. automatic scale.

Stratford, Ia.—The Stratford Elevator & Supply Co. has installed a 20-h.p. kerosene engine.

Stanhope, Ia.—A new foundation has been put under the scales of the Western Elevator Co.

Williams, Ia.—We expect to improve our elevator.—A. D. McKinley, mgr. Farmers Elevator Co.

Leverett, Ia.—O. A. Smith of Stratford has bot the elevator of the Wheeler Grain & Coal Co.

Almoral, Ia.—H. C. Dofft is thinking of building a warehouse and buying grain at this station.

Huxley, Ia.—The Farmers Grain Co. will install an ear corn elevator in each of its three houses.

Perry, Ia.—R. G. Williams has succeeded J. C. Hill as mgr. for Harper & Ward at this point.

Meriden, Ia.—J. F. Weaver has succeeded Joe White as agt. at this station.—L. J. Button Elevator Co.

State Center, Ia.—The recently organized Farmers Grain Co. will build or buy an elevator at once.

Green, Ia.—Phil Ritter, asst. mgr. for the last three years, is now mgr. of the Farmers Elevator Co.

Sergeant Bluff, Ia.—The Trans-Mississippi Grain Co. has bot the elevator of the Farmers Elevator Co.

Lacey, Ia.—D. Bartlett and E. Ballinger have bot the grain and implement business of W. J. Upton.

Dike, Ia.—I have succeeded E. L. Dreher as mgr. of the Independent Grain & Lbr. Co.—R. H. Van Deest.

Morrison, Ia.—R. A. Frazier & Son will overhaul and thoroly repair their elevators at this station and at Palmer.

Plessis, Ia.—E. D. Beeman has succeeded Ike Steenhoven as our agt. at this station.—L. J. Button Elevator Co.

Anamosa, Ia.—J. K. Hale has bot the interests of his partner Walter Van Dusen, in the Anamosa Elevator Co.

Rands sta., R. D. Rockwell City, Ia.—The Neola Elevator Co. has repaired its elevator recently damaged by a cyclone.

Sexton, Ia.—The Hunting Elevator Co. built a new elevator last fall to replace the old one which had collapsed.—S.

Pomeroy, Ia.—E. W. Cates & Co. have leased a site on the I. C. right of way at this station and will build an elevator.

Collins, Ia.—J. E. Hale has bot the elevator of the Neola Elevator Co. at this station and will take possession June 1.

Cleghorn, Ia.—The Farmers Elevator Co. has installed an automatic scale and will dig a cistern for water for the engine.

Silver City, Ia.—The complete elevator equipment for the elevator of C. H. Kruse was furnished by the American Supply Co.

Davenport, Ia.—A building belonging to the plant of the Davenport Malt & Grain Co. was demolished in the storm of Mar. 24.

Algona, Ia.—A. M. Jaspersen succeeded the Algona Mfg. Co. on Mar. 20. He will build a new corn crib adjoining the elevator.—S.

Nevada, Ia.—The Farmers Grain Co. reported in these columns Mar. 10, as incorporated here, should have been reported at State Center, Ia.—F. G. Booher, mgr. Farmers Grain Co.

Manchester, Ia.—A. M. Hanna is mgr. of the recently organized Farmers Co-operative Com'n Co., which is capitalized at \$10,000. The company will have its headquarters in this city and will open branch offices at Delaware, Greeley and Masonville.

Fonda, Ia.—Farmers east of this station have petitioned the I. C. Ry. Co. for a spur track and if secured will build an elevator.

Dike, Ia.—J. A. Frerichs will install a Hall Signaling Grain Distributor in his elevator. The elevator will be overhauled and painted.

Carrville, Ia.—The Hunting Elevator Co. will build a new office and warehouse combined and will also install a new gasoline engine.—S.

Kesley, Ia.—Metcalf & Son will remodel their elevators by installing cleaner, automatic scales, additional leg and other improvements.

Redfield, Ia.—The Farmers Elevator Co. has been organized at this station with A. L. Brady as pres. and F. E. Southwick as sec'y.

Victor, Ia.—Henry Wahl, who recently bot the elevator of Geo. R. Wheeler, will tear the old house down and build a new elevator on the site.

Alleman, Ia.—We bot the elevator of the Farmers Grain Co. and have taken in 35 new members.—J. Roy Johnson, mgr. Farmers Elevator Co.

Clear Lake, Ia.—We will put in a new concrete driveway and possibly an automatic scale. We also expect to paint our elevator.—S. J. Clausen.

Whittemore, Ia.—We expect to build an entirely modern 30,000-bu. elevator. The contract has not been let.—C. C. Green, mgr. Whittemore Elevator Co.

Eleanor, Ia.—Vogle Bros. of Aplington have bot the elevator of Schmeitman & Ontjes at this station, and will take possession during the summer.

Blairsburg, Ia.—The recently organized Farmers Elevator Co. will build an elevator during the summer.—A. D. McKinley, mgr. Farmers Elevator Co., Williams.

Marathon, Ia.—The Farmers Grain Co. has let contract for a 30,000-bu. cribbed elevator, equipped with all modern conveniences, to the Younglove Constr. Co.

Wesley, Ia.—Last fall we bot the newly built elevator of the Hunting Elevator Co., and we now expect to build a new office.—W. T. Fish, mgr. Farmers Co-op. Society.

Turin, Ia.—I have succeeded Max Walter as agt. for the Trans-Mississippi Grain Co. at this station.—J. P. Christianson, formerly asst. at Reidy Elevator, Winthrop, Ia.

Lamont, Ia.—E. W. Clements succeeded Jas. Carr on Jan. 1. On that date he took over the grain business and on Mar. 1 he took over the coal, hay and feed business.—S.

Reeves, Ia.—The elevator of the B. A. Lockwood Grain Co. of Des Moines, was blown down and demolished in the storm Mar. 23. The elevator was of crib construction.

Stonoga sta., no p. o., Ia.—The Farmers Elevator Co. will build an elevator here. This station is 8 miles west of Williams.—A. D. McKinley, mgr. Farmers Elevator Co., Williams.

Emmetsburg, Ia.—We expect to install a gasoline engine unless the C., R. I. & P. electrifies its road and in that case we will put in an electric motor.—Theile & Oelfke.

Dubuque, Ia.—We operate lumber yards and grain elevators at Tripoli, Prairieburg, Coggon and Reinbeck, Ia. Our headquarters are in this city.—Central Lumber & Coal Co.

Piper sta., Rockwell p. o., Ia.—The Farmers Elevator Co. will build a new elevator on the Ft. D., D. M. & Sou. The house will be operated by electricity supplied by the road.

Cedar Rapids, Ia.—The National Oats Co. was given judgment against C. M. Mast, Mar. 25 in a suit brot by the Oats company for the non-delivery of two cars of oats. The time of delivery of the oats was extended by the plaintiffs and when Mast refused to make shipment, the oats were bot in for his account. He refused to settle for them and suit was brot.



Petersburg sta., Dyersville p. o., Ia.—This is a switch between No. Farley and Dyersville. Henry Morman buys grain here and has it scooped into cars. He has no elvtr.—S.

Liscomb, Ia.—B. F. Vorhes, who recently purchased the elvtr. of F. C. Nichols, is making extensive repairs on the elvtr. installing new machinery and entirely rebinning the house.

Cleves, Ia.—Farmers have organized a company to buy the elvtr. and lumber yards at this station. Don M. Leach is pres. of the new organization and J. J. Ludeman, sec'y.

Titonka, Ia.—The farmers are attempting the organizing of a company to buy out one of the local elvtrs. and engage in the grain business. If they cannot buy they will build.—S.

Britt, Ia.—Our elvtr. on the C., M. & St. P. is badly in need of repairs and we hope to be able to build a new one this summer.—J. R. Whitney, mgr. Elvtr. No. 1, Farmers Industrial Union.

Marshalltown, Ia.—The Bowles, Billing, Kessler Grain Co. recently bot the elvtrs. of Moore Bros. at Chapin, Alexander, Kanawha, St. Benedict, Algona and two at Corwin. Mr. Bowles will be gen. mgr.

Davenport, Ia.—The Interior Grain Co. succeeded D. Rothschild Grain Co. on Mar. 20, 1913. Geo. Rau, formerly traveling solicitor for D. Rothschild Grain Co., will continue in the same capacity with the new concern.—S.

Dyersville, Ia.—Frank Holten is wrecking his elvtr., which is located on the I. C. right of way. The elvtr. has been idle for some time and business prospects are too poor to warrant remodeling. The house will not be rebuilt.—S.

Paullina, Ia.—In the new office of Mgr. Tjossem of the Farmers Elvtr. Co., is a large office table the legs of which are made from old elvtr. spouts polished into grotesque designs by the many bus. of grain that have passed thru them.

Nora Springs, Ia.—The farmers have organized a company with a capital stock of \$10,000 to buy the elvtrs. at Nora Springs and Nora Junction. So far, however, only a small amount of the capital stock has been paid in and the purchase of the elvtrs. has not been possible.—S.

Algona, Ia.—The Bowles, Billings, Kessler Grain Co., of Marshalltown, succeeded Moore Bros. on April 1st. G. A. Besha, former mgr. for Moore Bros., will remain in charge until June 1st, after which it is understood Mr. Kessler will assume active management of the business.—S.

Charles City, Ia.—The old Hunting Elvtr. on the C. M. & St. P. has been closed for some time. It is rumored that this building will be torn down and the material used in the erection of an up-to-date elvtr. at Floyd Crossing where this company's elvtr. is now in need of repairs.—S.

Ida Grove, Ia.—Geo. Kephart, who was found unconscious on the floor of the elvtr. of C. C. Crawford, Jan. 6, suffering from a compound fracture of the skull, has gone to Iowa City for special treatments. Tho he has seemingly recovered from the effects of the accident, he has been unable to gain the complete use of his right leg and it is tho that some particle of the skull may be pressing on the brain.

Dyersville, Ia.—The ownership of the only elvtr. on the C. G. W. at this point is somewhat in doubt. The elvtr. was at one time owned by the Northwestern Grain & Elvtr. Co. and was later sold to the Ober-Kingsbury Grain Co.; but was not and is not now being operated. The removal of the elvtr. from the C. G. W. right of way has been ordered and matters are now awaiting developments.—S.

## DES MOINES LETTER.

H. F. 146 introduced by Representative Huff has been referred to the com'te on agriculture. It relates to unfair discrimination and competition in any commodity or article of commerce between different

sections, communities, localities, cities or towns.

S. F. 52, a bill requiring common carriers to settle claims for delay in delivering freight or injury or loss of freight in transit or for excessive freight rates within a specified time, and providing a penalty for failure to comply therewith has passed both houses.

H. F. 85 was given a special hearing Mar. 17 and passed the House by a unanimous vote of those present, the total vote amounting to 86. The bill relates to unfair discrimination in any commodity of commerce between different sections, localities, communities, cities or towns.

H. F. 610, introduced by Representative Fowler provides for scales and the weighing of commodities transported in carload lots, and furnishing certificates of weight by common carriers and providing penalties for the violation. It has been referred to the com'te on railroads and transportation.

Senator Mattes has introduced a bill to the effect that the owner of any threshing machine shall have a prior lien upon the grain threshed therewith for three months from the time of the work done. It authorizes taking possession of a sufficient quantity of the grain to satisfy the claim for threshing.

The com'te on judiciary has under consideration H. F. 281, introduced by Representative Shankland, providing for compensation for employees who sustain personal injuries while in line of duty. H. F. 287 introduced by Representative Bruce, a bill for the prevention of accidents, providing indemnity to employees, creating a fund for the purpose, securing contributions thereto, creating a board and fixing their powers and duties, and H. F. 301, the Jacobs compensation bill, the main provisions of which were given in this column Mar. 25.

In the report of Clifford Thorne, chairman of the state board of railroads commissioners, to the House, Mar. 15, the request for a side track to elvtr. made by J. T. Atkinson of the C. & N. W. Ry. Co. was reported satisfactorily adjusted and the railroad put in the required track. The request for an elvtr. site at Jesup, made by C. J. Rudolph, of Waterloo, of the Ill. Cent. Ry. Co., has been refused by the railroad company and the matter is pending personal investigation by the commission. The complaint of Free McCoy, of Indianola, that the C., R. I. & P. had charged excessive rates on corn is also pending.

H. F. 298, a bill relating to elvtrs. and warehouses sites on railroad land, and prescribing methods and conditions of procuring and holding sites therefor, and liability for loss or destruction thereof, was reported back to the House by the com'te on railroads and transportation and recommended for passage with the following amendments: That whenever the owner of an elvtr., warehouse, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, situated on a railroad right-of-way, or on land owned or controlled by a railroad company, and such railroad company cannot agree upon the terms, conditions or rent of a lease for a site, or whenever any person shall make application to a railroad company for a site for the erection of an elvtr., warehouse, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, and the applicant and railroad company cannot agree as to the terms, conditions or rent for leasing the same, then, in either such event, such owner or applicant for site may apply to the board of railway commissioners to fix the terms, conditions and rent for a lease by said railroad company of the site already occupied or for which application is made, as the case may be, and the board of railroad commissioners shall, as speedily as possible after the filing of such application, investigate the matter, hear evidence and make an order fixing such terms, conditions and

rent for the site for the owner or applicant. In the event that any elevator, warehouse, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, situated on the right-of-way or other land of a railroad company shall be injured or destroyed by the negligence of any railroad company, or the servants or agents of any railroad company in the conduct of the business of such company, the railroad company so causing such injury or destruction shall be liable therefor to the same extent as if such elvtr., warehouse, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported was not situated on the right-of-way or other land of such railroad company, any provision in any lease or contract to the contrary notwithstanding.

H. F. 478 introduced by Representative Rowher relating to the vocation of peddlers, defining the term peddlers so as to include soliciting agents and transient merchants and itinerant vendors selling by sample or by taking orders for immediate or future delivery, has been referred to the Com'te on Commerce and Trade, as has also his bill H. F. 479 providing for the license of certain classes of temporary or transient merchants doing business in cities or incorporated towns, defining the same and the manner of issuing licenses, regulating the advertising and representation of such merchants.

## KANSAS.

Meade, Kan.—The Farmers Equity Union may build an elvtr.

Jamestown, Kan.—The elvtr. of Gifford Bros. is being improved.

Willmore, Kan.—The Farmers Grain & Merc. Co. has bot the Rixon Elvtr.

Clay Center, Kan.—J. C. Miller is temporary mgr. of the Farmers Elvtr. Co.

Fowler, Kan.—Adelbert Albertson has bot the Fowler Elvtr. of J. B. McClure.

Garden City, Kan.—Otto Weiss of Wichita will build an alfalfa mill at this point.

Uniontown, Kan.—We are about out of the grain business.—Goodland & Konantz.

Durham, Kan.—The Robinson Grain Co. has bot the elvtr. of the O. K. Grain Co.—M.

Fowler, Kan.—The Farmers Equity Union has bot the new elvtr. of the Southwest Grain Co.

Zenda, Kan.—The Farmers Grain & Supply Co. contemplates building or buying an elvtr.

Willmore, Kan.—The Farmers Grain & Merc. Co. is figuring on buying an elvtr. at this station.—M.

Mt. Hope, Kan.—I am taking charge of the Farmers Elvtr. Co. at this station.—W. D. Brewer, sec'y.

Hutchison, Kan.—J. R. Baker, pres. of the Rock Mill & Elvtr. Co., is a candidate for mayor of the city.

Topeka, Kan.—The track scale bill introduced by Senator Wagoner, was never reported out of com'te.

Walton, Kan.—The Farmers Grain Co. has built a new frame, metal roof coal house, 17 ft. east of its elvtr.—M.

Argonia, Kan.—The new Farmers Elvtr. Co. will build an elvtr. on the spur south of here this spring.—Guy D. Gould.

Clearwater, Kan.—J. R. Senter, for many years in the grain business at this point, died recently at the age of 64.

Lyons, Kan.—Work has been commenced on the 40,000-bu. addition to the grain storage facilities of the Lyons Mlg. Co.

Winfield, Kan.—Members of the milling and grain trade are contemplating the organization of a Board of Trade.—Head Grain Co.

Larned, Kan.—Every window in the office of the elvtr. of the Pacific Elvtr. Co. was broken Mar. 21 and the office smeared with mud and snow, by a severe wind storm.



Strawn, Kan.—The elvtr. of S. A. Hutchinson has been completed and is receiving grain. A cob house and a dust house also will be erected.

Aurora, Kan.—The Farmers Elvtr. Co. has purchased the elvtr. business at this station which has been operated by A. B. Pennock & Son.—M.

Lawrence, Kan.—The concrete foundation for the new elvtr. of the Bowersock Mfg. Co. is nearly complete and work on the superstructure will be rushed.

Coldwater, Kan.—D. S. Warwick, pres. of the Millers Grain Co., has bot 8 lots at this station and it is reported that an elvtr. will be built on the ground purchased.

Olmits, Kan.—The elvtr. of the Farmers Elvtr. Co. burned Apr. 4. A great amount of wheat belonging principally to the farmers who were owners of the elvtr. was destroyed.—M.

Topeka, Kan.—A bill providing for an appropriation of \$5,000 for the necessary machinery to manufacture bags at the state penitentiary, has been introduced by Senator Milton. The jute left over after the manufacture of twine is to be used for the bags.

Newton, Kan.—The sale of the plant of the defunct Eagle Mfg. Co. to the Newton Mfg. & Elvtr. Co., not having been confirmed by the courts for so long, the company withdrew its bid, and the plant has been purchased by the Lindsborg Mill & Elvtr. Co. It includes a 100,000-bu. elvtr.

Wichita, Kan.—Sentiment for Board of Trade sampling and inspection at Wichita is growing and at a recent meeting of the members of the Board of Trade a com'te consisting of E. M. Kelly, W. J. Anderson and D. S. Warwick was appointed to investigate the practicability of establishing this dept. and to report at a special meeting to be called Apr. 12.

Lebo, Kan.—The new elvtr. of John M. Black will be equipped with a 25-h.p. Fairbanks Oil Engine, 1,000-bu. sheller, 1,500-bu. cleaner, Richardson Automatic Scale, manlift and all modern conveniences. The R. M. Van Ness Constr. Co. has the contract. Mr. Black will also install an electric light plant in connection with his elvtr. and furnish light for the town.

Receipts of grain at Wichita during March included 591,600 bus. of wheat, 18,120 of corn, 7,000 of oats and 22,000 bus. of kafir corn; compared with 213,000 of wheat, 58,000 of corn, 15,000 of oats and 65,000 bus. of kafir corn received during March, 1912. Shipments for the month included 399,600 bus. of wheat, 107,200 of corn, 7,000 of oats and 18,000 bus. of kafir corn; compared with 95,000 bus. of wheat, 42,000 of corn, 11,000 of oats and 63,000 bus. of kafir corn shipped in March, 1912.—Jas. H. Sherman, sec'y Board of Trade.

## KENTUCKY.

Louisville, Ky.—Mrs. Fannie E. Zorn, wife of Sebastian Zorn, died recently.

Owensboro, Ky.—The roof of the elvtr. of the Owensboro Elvtr. Co. was blown off in a recent storm and the grain in the house somewhat damaged.

## LOUISIANA.

Lake Charles, La.—The recently organized Lake Charles Grain Co. will build an elvtr. at once. The company is capitalized at \$50,000 and is a branch of the Josey-Miller Co., of Beaumont. Everett O. McClain is sec'y.

Exports of grain at New Orleans during March included 779,610 bus. of wheat, 562,082 bus. of corn, including 81,428 bus. of kafir corn and 28,590 bus. of oats; compared with 60,379 bus. of wheat, 294,712 of corn and 926 bus. of oats exported during March, 1912. Exports since Sept. 1, 1912, included 10,455,803 bus. of wheat, 3,326,873 of corn and 286,444 bus. of oats; compared with 377,252 bus. of wheat, 3,195,490 of corn and 28,033 bus. of oats exported in the corresponding season of

1911-12.—W. L. Richeson, chief inspector, Board of Trade.

## MARYLAND.

### BALTIMORE LETTER.

The annual auction sale of sample tables on the floor of the Chamber of Commerce was held Apr. 7.

Carroll L. Carmine, member of the Chamber of Commerce, died recently. Pres. Gildea appointed a com'te to attend the funeral.

W. G. Smiley has been admitted to membership in the Chamber of Commerce and the membership of John T. Hendricks has been posted for transfer.—Jas. R. Hessong, sec'y.

When a car of mixed corn from Indiana, consigned to Lederer Bros., was opened for inspection at this market, Mar. 13, a large black dog jumped from the car. The car had been on the road for 8 days but the dog was still alive and when last seen was running down the tracks in search for water.

Receipts of grain during March at Baltimore included 343,508 bus. of wheat, 5,194,286 of corn, 385,742 of oats, 1,350 of barley and 157,590 bus. of rye; compared with 128,661 bus. of wheat, 984,689 of corn, 270,909 of oats, 1,247 of barley and 52,167 bus. of rye, received during March, 1912. Shipments for the month included 373,078 bus. of wheat, 4,457,268 of corn, 106,970 of oats, no barley and 14,163 bus. of rye; compared with 193,602 bus. of wheat, 2,110,957 of corn, 484 of oats, no barley and no rye shipped during March, 1912.—James R. Hessong, sec'y Chamber of Commerce.

Prompt action was taken by the members of the Chamber of Commerce for the relief of the flood sufferers of Indiana and Ohio, the following telegram being sent to Pres. Ashbaugh of the Indiana Grain Dealers and Pres. Eikenberry of the Ohio Grain Dealers Ass'n: The Chamber of Commerce feels deeply with you in the great disaster which has visited your state, and in extending our heartfelt sympathy authorizes you to make sight draft on our treasurer for \$500, if needed, to be applied to relief of the flood sufferers, to be dispensed thru such channels as you consider most effective.

## MICHIGAN.

Mayville, Mich.—Mayville Grain & Products Co. organized; capital stock \$8,000.

Beulah, Mich.—The Crystal Lake Grain & Produce Co. incorporated; capital stock \$5,000.

Mason, Mich.—W. G. Crow and Thos. Thornburn have bot the elvtr. of R. G. Coy & Co.

Iona, Mich.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000. W. W. Bemis, Geo. Aldridge, J. N. Chase and others are interested. Elvtrs. will be built here and at Muir.

North Branch, Mich.—Two hay barns of the North Branch Grain Co. were blown down Mar. 28 and the warehouse north of elvtr. badly wrecked in a windstorm. Loss \$3,000; partially covered by cyclone insurance.

Charlotte, Mich.—The bean elvtr. of J. D. McLaren burned Mar. 22; loss \$20,000; insurance \$13,800. As soon as the insurance is adjusted, work will be started on a new house. The elvtr. contained 4,000 bus. of beans and several hundred bushels of oats and wheat at the time of the fire which is thot to have been due to defective wiring.

Receipts of grain at Detroit during March included 155,000 bus. of wheat, 204,000 of corn, 151,000 of oats, no barley and 7,000 bus. of rye, compared with 70,384 bus. of wheat, 257,537 of corn, 188,206 of oats, 32,309 of barley and 5,877 bus. of rye received during March, 1912. Shipments for the month included 166,000 bus. of wheat, 204,000 of corn, 25,700 of oats, no barley and 8,600 bus. of rye; compared with 51,068 bus. of wheat, 245,123 of corn, 45,174 of oats, no barley and 5,300 bus. of

rye shipped during March, 1912.—M. S. Donovan, sec'y Board of Trade.

Durand, Mich.—Fred Northway has brot suit against Fred F. Hamlin and Fred E. Terry and the Isbell-Brown Co. He alleges that Hamlin and Terry were partners in the elvtr. and that Terry sold his interests to Hamlin, accepting as consideration a chattel mortgage on the building, machinery, tools and some personal property and a note for \$7,500 secured by the mortgage. The debt had been paid with the exception of \$727, when Terry assigned the mortgage to Northway. Later Hamlin leased the elvtr. to the Isbell-Brown Co., with the understanding, it is said, that it be subject to the mortgage, but it is now alleged that the company refuses to recognize it.

## MINNESOTA.

Fairfax, Minn.—The Farmers Elvtr. Co. may build an elvtr.

Elysian, Minn.—H. A. Schneider has bot the elvtr. and feed mill at this station.

Tracy, Minn.—The Farmers Elvtr. Co. contemplates the enlargement of its elvtr.

Paynesville, Minn.—W. Shultz has resigned as mgr. of the Farmers Elvtr. Co.

Revere, Minn.—Plans are being made for the organization of a farmers elvtr. company.

Slayton, Minn.—The Farmers Elvtr. Co. will make many changes in its elvtr. this spring.

Anderson sta., Lysne p. o., Minn.—Chris Hillistad of Havanna has bot the elvtr. at this station.

Reading, Minn.—Lawrence Mathern is now in charge of the elvtr. of Moreland & Shuttleworth.

Vesta, Minn.—The Vesta Grain & Fuel Co. has installed an 8 h.p. Fairbanks Engine.—Bingham Bros.

Comfrey, Minn.—The Comfrey Farmers Elvtr. Co. has bot the elvtr. of the Western Elvtr. Co. and will take possession May 1.—C. A. Englund.

Red Wing, Minn.—The roof of one of the elvtrs. of the Red Wing Malting Co. was blown off and the elvtr. slightly damaged in a windstorm. Mar. 30.

Hanley Falls, Minn.—Henry Forsan, formerly mgr. of the Pacific Elvtr. Co. at Hazel Run, has succeeded Chas. F. Magnuson as mgr. of the Farmers Elvtr. Co.

Kenyon, Minn.—W. L. Johnson is again mgr. of the grain and machinery dept. of the Farmers Elvtr. Co.—S. J. Lechelt, mgr. Farmers Elvtr. Co., Bombay sta., Kenyon p. o., Minn.

Brewster, Minn.—The Farmers Elvtr. Co. will build an elvtr. of 40,000 bus. capacity. W. L. Dwyer, F. L. Hagerman, O. P. Norland and Adam Bauchle have been appointed the building com'te.

Rowena sta., Wabasso p. o., Minn.—The Farmers Elvtr. Co. has let contract to L. Buege for a 25,000-bu. elvtr. to be equipped with a 10-h.p. Fairbanks Morse Engine, Howe Dump Scale and a Richardson Automatic Scale.

Pipestone, Minn.—A large tract of land between the C. M. & St. P. and the Gt. Nor. has been bot by grain men of Minneapolis and it is reported that an elvtr. will be erected on the site. J. E. Stair, of Minneapolis, is interested.

Madelia, Minn.—The elvtr. of the C. S. Christensen Co., better known as the Farmers Elvtr., containing 9,000 bus. of wheat, burned at 4 a. m. March 28. The fire had gained such headway before discovery that it was impossible to save building or contents. Loss, \$10,000.

### DULUTH LETTER.

In one day the Board of Trade contributed \$1,015 for the relief of the flood sufferers in Dayton.

That memberships in the Board of Trade are personal property and therefore taxable is the decision of Judge H. B. Dibel in the recent test case brot by Sidney McPhail, member of the exchange. The



case will be carried to the supreme court. The Board of Trade alleged that a membership was merely a trading privilege and as such had no value that could be taxed.

The following notice has been sent out by the elvtr. interests at this market: "Storage room in local elvtrs. for domestic grain is practically exhausted. Considering the tied up conditions of the elvtrs., it would be advisable for country shippers to discontinue sending grain here until the situation has improved sufficiently to allow resumption of free movements to the terminal elvtrs." As soon as navigation opens all shipments to Duluth will be unloaded promptly.

Receipts of grain during March at Duluth included 3,749,927 bus. of wheat, 9,077 of corn, 727,178 of oats, 773,123 of barley and 41,064 bus. of rye; compared with 6,758,281 bus. of wheat, no corn, 2,564,416 of oats, 134,924 of barley and 11,360 bus. of rye received during March, 1912. Shipments for the month included 761,111 bus. of wheat, no corn, 268,158 of oats, 775,218 of barley and 80,811 bus. of rye; compared with 1,846,362 bus. of wheat, no corn, 588,678 of oats, 39,412 of barley and 30 bus. of rye shipped during March, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

## MINNEAPOLIS LETTER.

The com'te in charge of the anti-futures bill now before the legislature, has ordered it out without recommendation and it is being argued on the floor where it is meeting with considerable opposition.

The collections for grain inspection since July 31, 1912, amount to \$354,865.12, which is \$3,333.89 more than the entire collections for the year ending July 31, 1912, when the amount was \$351,531.23.

The Cargill Elvtr. Co. has been made defendant in a suit brot by Mrs. Francis Roban for \$40,000 damages for the death of her husband, who was killed in May last year, while employed in wrecking the company's elvtr. at Kindred, N. D. The elvtr. company allege that she signed a release for \$1,000 after the accident.

On Apr. 4, the state railroad and warehouse commission granted the railroad interests a rehearing, in reference to the order of the commission, issued Mar. 10, prohibiting switching charges on "set backs," the railroad term on orders to hold cars of grain for reinspection. It was contended that the orders to hold cars for reinspection of grain and to move them to the designated inspection tracks constituted specific service for which the railroads are entitled to compensation.

Receipts of grain during March at Minneapolis included 10,014,140 bus. of wheat, 411,420 of corn, 1,335,880 of oats, 2,614,390 of barley and 280,870 bus. of rye; compared with 6,894,160 bus. of wheat, 258,030 of corn, 973,800 of oats, 548,040 of barley and 124,540 bus. of rye received during March, 1912. Shipments for the month included 2,856,050 bus. of wheat, 292,110 of corn, 1,070,510 of oats, 2,265,800 of barley and 368,620 bus. of rye; compared with 2,045,720 bus. of wheat, 423,780 of corn, 1,578,680 of oats, 779,950 of barley and 50,130 bus. of rye shipped during March, 1912.—John G. McHugh, sec'y Chamber of Commerce.

The directors of the Chamber of Commerce have adopted the following resolution, as a method of eliminating the small speculator: "Resolved, That the pres. and sec'y of the Chamber of Commerce be instructed by the board of directors to immediately confer with the officers of other grain exchanges upon which grain is sold for future delivery, and endeavor to secure an agreement upon the part of the leading grain exchanges that a rule or regulation be adopted which would make it necessary for members of the various exchanges to require an initial margin of at least 10% on all speculative purchases or sales of grain or seed for future delivery in lots less than 5,000 bus."

The Chamber of Commerce has adopted the following resolution: Hereafter a member of this Ass'n to whom grain is consigned for sale as a commission mer-

chant, shall not sell such grain to any company which is either owned or controlled by such consignee whether the purchaser be an elvtr. company or buying company, or mill, or any other sort of a company, or an elvtr., mill, or other company owning or controlling such consignee; and any member violating this resolution shall be subject to the same penalties as provided under sec. 7, gen. rule IV of this Ass'n. The directors of the exchange contend that the practice of allowing members who own or control elvtrs. and conduct a commission business, to sell grain consigned to them to a subsidiary company, is an unwise practice and that altho in the past it has been conducted fairly and satisfactorily to all concerned, they hold that if it is continued and extended, it may furnish temptations for unfair dealings or excuses for unjust criticism.

The state railroad and warehouse commission has been taking testimony in reference to the switching charges at this market, the Civic & Commerce Ass'n having asked for the abolition of the charges. Harry P. Gallagher, gen. mgr. of the Northwestern Consolidated Mfg. Co., has been fighting the charges for the last 10 years, alleging in his testimony that the charges are unjust and discriminatory against industries engaged in the same line of business and that companies located on tracks of a switching road are placed at a disadvantage with a competing company located on the terminal tracks of a common carrier. Attorney Francis B. James declares the cases are more than a controversy between shippers and railroads, saying the prestige of the twin cities as a market and as an industrial center is at stake and he calls attention to the fact that such of the defendant railroad companies as reach both Minneapolis and Chicago treat the 291 square miles of the so-called Chicago district as a commercial unit in the absorption of switching or terminal charges on grain. H. O. Harding, of the Washburn-Crosby Co., testified that it would be disastrous to abolish the charges. He said: if the Railway Transfer Co. were abolished and its terminals taken over by the M. & St. L., we would be on the tracks of one carrier only. If compelled to do business with a common carrier, instead of with one engaged solely in the switching of flour as this railway transfer company is doing, we fear that there will be a delay in obtaining cars and moving them. The commission has taken no action in the matter as yet.

## ST. PAUL LETTER.

H. F. 1181 has been introduced in the House by Representative H. H. Dunn, providing for joint freight rates over two or more lines.

The bill recently introduced in the Senate for the taxation of memberships in boards of trade, has been ordered out by the com'te with a recommendation for passage.

H. F. 1,096 introduced in the House by Representatives Bendixen-Schwartz, increasing the power of the state grain appeals, came up for special hearing Apr. 4, and caused a lively fight on the floor, Representative R. P. O'Neill and J. C. Lennon opposing the bill strenuously. No definite action was taken on the bill at this time.

The Spooner Bill providing a method of taxing memberships in trading ass'n was reported to the House Mar. 29, with recommendations for passage. The bill proposes that in fixing the taxable value of such memberships the physical property of such ass'ns shall be deducted from the aggregate market value of the memberships and that the difference, if any, shall be assessed pro rata among those holding seats in the ass'n.

The "conference" workmen's compensation bill received 58 out of 63 votes when it came up for passage in the Senate, Apr. 4. While it was expected that the bill would pass, the unanimous support given it was a surprise. The bill is modeled after the New Jersey bill and provides that all employers and employees in the state shall come under the provisions

of the law unless they specifically elect not to come under its provisions. A scale of compensation for death or injury is provided. Under the provisions of the bill payments are to be made in all cases except where there is wilful negligence on the part of the employee. In case the employer and employee are unable to agree on payments under the bill the case may be taken to a district judge, who will take evidence and decide what payments shall be made. The decision of the judge is final.

No attempt to arrange a rate schedule under the provisions of the Cashman distance tariff law will be made until the decision on the state's rate cases is made by the U. S. Supreme Court, as members of the railroad com'te deem it would be useless to undertake the matter until the decision is reached, especially the decision in the Sanborn case. Attorney Gen. L. A. Smith says that if the courts decide that the state commissioners have no right to fix rates, as is contended by the railroads, the bill will be useless. The commission has asked the appropriation com'tes of the House and Senate for \$12,000 to be used in connection with the enforcement of the law should the court decide against the railroads. Senator Cashman has introduced another bill which is intended to somewhat modify the provisions of the new law and give relief to stations on a long line or near a junction point. It provides for a joint freight shipment and allows the railroad and warehouse commission to fix a rate based on the short mileage plus the cost of transferring the car. After this rate is established the long line may carry freight from this station to the terminal on its own line at the same rate fixed for joint traffic without affecting the rate elsewhere on the line. The bill also provides that a greater rate cannot be charged for a shorter distance which is included within the longer distance.

## MISSOURI.

Drexel, Mo.—A 50,000-bu. elvtr. will be built at this station.

Ridgeway, Mo.—I have purchased the elvtr. of C. E. Switzer & Son.—Jos. Blocher.

Forest Glen, Mo.—The W. L. Kothe Grain Co. has succeeded the Leach Bros. Grain Co. at this station.

Keytesville, Mo.—Taylor & Moore have bought the T. E. Leach Grain Co.'s elvtr. at this station.—M.

Amoret, Mo.—I will tear down my old elvtr. and build an up-to-date house in its place.—F. A. Oline.

Bonnotts Mills, Mo.—The Meyer-Morfield Mfg. Co. has let contract for two steel grain tanks to the Jos. F. Wangler Boiler & Sheet Iron Works.

Pilot Grove, Mo.—B. D. Lusk, who bot the J. G. Eichelberger elvtr. at this station last fall is installing a new elvtr, leg and making other improvements.—M.

Slater, Mo.—The Slater Mill & Elvtr. Co. has let contract for a 100,000-bu. concrete elvtr. to O. J. Lehrack. A new head house will be built also and the equipment will include a 2,000-bu. cleaner, a 500-bu. hopper scale and three stands of elvtrs. Extensive improvements will also be made in the present plant.

Jefferson City, Mo.—The Senate has passed the demurrage bill recently introduced by Representative Burch. The bill extends the time from 48 to 96 hours when charges for unclaimed and removed shipments may be subject to demurrage charges and also fixes the amount that may then be charged.

Jefferson City, Mo.—The bill abolishing the state board of railroad and warehouse commissioners and substituting the office of state warehouse commissioner to have charge of the grain inspection dept. and of weights and measures, was approved by Governor Major, Mar. 20. As a result of a peace agreement between the gov-



ernor and the three railroad commissioners, the office will be filled by James T. Bradshaw.

#### KANSAS CITY LETTER.

H. H. Steele has been admitted to membership in the Board of Trade.—E. D. Bigelow, sec'y.

The membership of Jno. R. McNeill has been transferred to H. H. Steele.—E. D. Bigelow, sec'y of Board of Trade.

After working as a claim clerk for the Kemper Grain Co. for the last 8 years, Kiichi Harata has returned to his native Japan.

The H. H. Steele Grain Co. and J. C. Robb & Co. have consolidated. J. C. Robb will have charge of the cash grain dept. of the new company.

The Kansas-Missouri Elvtr. of the K. C. Sou. Ry. Co. was threatened by fire Mar. 27 when a blaze occurred in the corn drier, causing a loss of \$600.

Members of the Board of Trade have voted an amendment to the rules making deliveries on track regular during the last six days of each delivery month, the vote standing 94 to 43.

Geo. A. Adams has decided to re-enter the grain business at this market and has taken an office in the Board of Trade Bldg. The new firm will operate as Geo. A. Adams & Co. and will be associated with the A. J. Poor Grain Co.

The Neola Elvtr. Co. is a subsidiary of the Armour Grain Co.; we have leased and are operating the Santa Fe Elvtr. "A" at this market. Mr. Teis, who was with the old Santa Fe Elvtr. Co., is now with us.—W. B. Lincoln, Neola Elvtr. Co.

F. G. Crowell, H. J. Diffenbaugh and C. T. Neal composed the special com'te appointed by the Board of Trade to secure contributions for the flood fund for the relief of the flood sufferers of Ohio and Indiana. Subscriptions amounted to more than \$1,000.

Members of the Board of Trade have petitioned the directors to sign a five-year lease on the present quarters of the exchange. The Board of Trade Office Bldg. Co. has offered a lease with privilege of renewal for five years on expiration and includes the free use of the trading rooms and the sec'y's office, which have heretofore cost the exchange \$4,400 a year.

Receipts of grain at Kansas City during March included 891,600 bus. of wheat, 593,750 of corn, 470,700 of oats, 30,800 of barley and 4,400 bus. of rye; compared with 357,600 bus. of wheat, 1,411,250 of corn, 510,000 of oats, 21,000 of barley and 2,200 bus. of rye received during March, 1912. Shipments for the month included 1,572,000 bus. of wheat, 661,250 of corn, 518,500 of oats, 2,800 of barley and 6,600 bus. of rye; compared with 1,334,400 bus. of wheat, 1,577,500 of corn, 586,500 of oats, 7,000 of barley and 1,000 bus. of rye shipped during March, 1912.—E. D. Bigelow, sec'y Board of Trade.

#### ST. LOUIS LETTER.

Members of the Merchants Exchange have contributed over \$6,000 to the flood fund for the relief of the sufferers in Ohio and Indiana.

We are indebted to Sec'y Eugene Smith for the annual report of the Merchants Exchange, which contains a full list of the officers, members and com'tes of the exchange, reports of officers and com'tes and depts., together with valuable and interesting statistics on receipts and shipments at St. Louis.

The plant of the Rosedale Coal & Feed Co., including a three-story grain elvtr., burned at 1 p. m., Mar. 30; loss \$20,000; covered by insurance. The fire started at the top of the elvtr. and had gained considerable headway before discovery. Five cars loaded with oats, hay and coal on a side track near the elvtr. were hauled to safety, altho the cars were ablaze when pulled out.

Receipts of grain at St. Louis during March included 1,483,701 bus. of wheat, 1,037,075 of corn, 1,135,600 of oats, 155,600 of barley and 11,000 bus. of rye; compared with 616,953 bus. of wheat, 1,995,930 of corn, 1,475,640 of oats, 19,200 of barley and 5,500 bus. of rye received during March, 1912. Shipments for the month included 2,043,510 bus. of wheat, 971,990 of corn, 1,231,205 of oats, 8,800 of barley and 14,610 bus. of rye; compared with 1,102,400 bus. of wheat, 1,334,550 of corn, 1,031,710 of oats, 63,380 of barley and 8,860 bus. of rye shipped during March, 1912.—Eugene Smith, sec'y Merchants Exchange.

Arthur P. Richardson, head of the Richardson Grain Co., was indicted by the grand jury Apr. 5 on six charges of obtaining money under false pretenses. Richardson has been in the grain business at St. Louis for the past 15 years, and was a member of the Merchants Exchange. Having a wife and family and many friends, his frauds were a shock to fellow members of the Exchange who trusted him. They gave him ample time to liquidate his indebtedness. Failing to take up the fraudulent paper the directors of the Merchants Exchange on Mar. 25 appointed a com'te consisting of B. H. Lang, F. W. Seele, F. C. Orthwein, Henry Schultz and Edward M. Flesh to investigate the charges. Next day at noon a letter was received from Richardson stating he had heard a com'te had been appointed to investigate his transactions, and that he wished to save the com'te the trouble of taking evidence by pleading guilty to a technical charge of uncommercial conduct. Immediately the directors posted a notice that "Mr. Arthur P. Richardson has this day been expelled from membership in the Merchants Exchange." On false representations that duplicate export Bs/L were originals he obtained loans from banks and grain firms aggregating \$60,000 to \$90,000, having already borrowed money on the original Bs/L.

#### MONTANA.

Plains, Mont.—The Plains Mfg. & Elvtr. Co. incorporated; capital stock \$75,000; incorporators C. C. Willis and John E. Willis.

Stipek, Mont.—We were not fully insured and have not as yet decided as to rebuilding the warehouse burned Feb. 23.—Dawson County Grain Co.

Velva, Mont.—I have resigned as agt. for the Osborne-McMillan Elvtr. Co. at this station and will go to my homestead at Devon. G. O. Odegard has succeeded me.—J. E. Olson.

Toston, Mont.—This station is an excellent location for an elvtr. on the Nor. Pac., and I believe 60 to 100 cars of wheat will be shipped next season.—W. E. Crowley, sec'y Logan Land Co., Logan.

Logan, Mont.—At present there is no firm shipping grain at this point. We have shipped some grain but have given it up as we can not properly take care of that line of business. During the season 33 cars were shipped over the Nor. Pac. and 1 over the C. M. & St. P. while there are 9 cars still to be shipped, making a total of 43 cars with an average weight of 55,000 lbs. of No. 1 hard wheat shipped. Next year there will be from 50 to 60 cars to ship and a good live fellow wud make a success by building an elvtr. here. It is an excellent point for the handling of feed and coal also. Information will be given by W. H. Merriman, D. F. & P. Agt. at Butte.—W. E. Crowley, sec'y Logan Land Co.

#### NEBRASKA.

Sutton, Neb.—J. D. Cronin has resigned as mgr. of the Farmers Elvtr. Co.

Hoskins, Neb.—A. F. Ruhlow is now mgr. of the Farmers Grain & L. S. Co.

Graf, Neb.—The elvtr. of the Duff Elvtr. Co. has been torn down and a new house will be built on the site.

Wymore, Neb.—The recently organized Wymore Grain Co. will build an elvtr.

Upland, Neb.—We will do some repairing this spring.—Thos. Lorenzen, agt. People's Grain, Coal & L. S. Co.

Palmyra, Neb.—The Farmers Elvtr. Co. has installed a Richardson Automatic Scale in its elvtr. A. G. Boggess did the work.

Bay State sta., North Bend p. o., Neb.—We have recently bot the 50,000-bu. elvtr. plant of the Illinois Cattle Co. at this station.—C. H. Sheldon & Son.

Lincoln, Neb.—H. R. 645, introduced by Representative Grueber, has been recommended for passage. The bill prohibits discrimination in the purchase of commodities at different points.

Naponee, Neb.—We have bot the elvtrs. of Kellogg & Dow at this station. We have moved the two houses together and are giving them a general overhauling. We have a capacity of 20,000 bus. and operate by gasoline power.—J. B. McGrew.

Butte, Neb.—The Butte Manufacturing, Power & Elvtr. Co. is being organized here to build an elvtr. and a mill; capital stock \$25,000; directors Geo. T. Bastedo, M. H. Green, D. W. Forbes, M. Arendt, C. T. Smith, J. E. Forbes, Geo. Sanders, S. C. Sample and W. T. Wills.

Wymore, Neb.—Our company will commence business as soon as arrangements can be made. Enough stock has been subscribed to insure the launching of the company. The authorized capital is \$35,000 and we will start business on \$15,000.—J. A. Reuling, pres. Farmers Grain & Lbr. Co.

Nickerson, Neb.—The stockholders of six farmers unions, numbering 150 persons, have bot the elvtr. of the Holmquist Grain & Lbr. Co. and have taken possession. The business will be operated under the name of the Farmers Co-operative Elvtr. Co. Morris Jorgenson has been elected pres. and Warren Mulliken, treas.—B.

#### OMAHA LETTER.

Application for membership in the Grain Exchange has been made by F. M. Slagle.

I have discontinued business at this market and am now located at Kansas City, Mo.—F. G. Endelman.

The following well known members of the Grain Exchange suffered considerable personal and property loss in the storm of Mar. 24: W. J. Hynes, C. Vincent, P. S. Stidham, L. P. Roberts and E. R. Thresher.

Elvtr. "B" of the Holmquist Elvtr. Co. was partially unroofed in the recent storm in this city. J. W. Holmquist is chairman of the relief com'te of the Grain Exchange, and is in charge of the relief work being done by the exchange. A fund of over \$4,000 was raised.

We are indebted to Sec'y Frank P. Manchester for a copy of the 9th annual report of the Grain Exchange. The report contains a full list of the officers, members and com'tes, also a list of the elvtr. facilities of the city and of the active grain firms in business at this market. Statistics are included showing receipts and shipments at Omaha.

Receipts of grain during March at Omaha included 684,000 bus. of wheat, 1,272,000 of corn, 1,060,800 of oats, 44,800 of barley and 6,600 bus. of rye; compared with 518,400 bus. of wheat, 1,450,800 of corn, 833,000 of oats, 81,200 of barley and no rye received during March, 1912. Shipments for the month included 796,800 bus. of wheat, 1,513,600 of corn, 1,122,000 of oats, 9,000 of barley and 6,000 bus. of rye; compared with 448,000 bus. of wheat, 1,776,000 of corn, 924,000 of oats, 15,000 of barley and no rye shipped during March, 1912.—F. P. Manchester, sec'y Grain Exchange.

#### NEW ENGLAND.

Norwalk, Conn.—Holmes, Keeler & Kent have secured an option on the grain business of Manuel T. Hatch, who has decided to quit the grain business.



Attleboro, Mass.—Chas. L. Jenks of Providence has bot the business of H. C. Swift & Son. He has also bot their building and will make many improvements. Mr. Jenks will conduct a general hay and grain business.

Charlestown, Mass.—The liabilities of Nathan Tufts & Son, bankrupt, have been placed at \$177,773.59, of which \$67,583 is in unsecured claims, \$61,533 in endorsed paper and \$44,980 in secured claims. Among the unsecured creditors are the following: Meech & Stoddard, Inc., Middletown, Conn., \$19,538; Henry Jennings, \$3,561; C. F. Darr, Allston, \$2,616; Noyes & Colby, \$4,425, all for grain and notes; D. W. Ranlett Co., \$3,780, for grain; Saginaw Mlg. Co., Saginaw, Mich., \$2,049, for notes; Alebster, Tapper Co., \$4,375, for grain and notes; Boston & Maine Ry. Co., \$6,099, for freight and rent; Wm. O. D. Grace, \$1,814, for carpenter work, and Hosmer, Robinson & Co., \$2,211; Fannie L. Bradley, Charlestown, \$1,000; Charles R. Lawrence, Charlestown, \$2,000; Wm. W. Cotton, Portsmouth, N. H., \$1,000, and Wm. H. Quigley, Charlestown, \$3,000, all for promissory notes.

## NEW JERSEY.

Cape May, N. J.—Eldredge & Phillips incorporated; capital stock \$25,000; incorporators W. H. Phillips, M. L. Eldredge and others.

Haworth, N. J.—James W. Chandler, of Chandler Bros., died recently from the effects of a stroke of paralysis, at the age of 63 years.

## NEW YORK.

Albany, N. Y.—Chas. C. Gay, member of Gay & Quimby, died Mar. 26, at the age of 76.

Walker, N. Y.—The elvtr. and warehouse of B. J. Snook burned Mar. 26; loss \$30,000.

Buffalo, N. Y.—Three directors of the Corn Exchange to serve three-year terms, were elected Apr. 8.

New York, N. Y.—Lamon Bros. & Co. of Chicago have leased a private wire booth of the Produce Exchange and placed Geo. D. Clearman in charge.

Monroe, N. Y.—The Monroe Mlg. Co. incorporated to operate a mill and deal in grains; capital stock \$25,000; incorporators Van B., L. W. and I. L. Prun.

Buffalo, N. Y.—R. W. Searle, for a number of years representative of Finley Barrell & Co., of Chicago, at this market, has resigned and will enter the grain business on his own account. He has been connected with the grain business at this port since 1896.

New York, N. Y.—A special com'te composed of Vice-pres. J. Ward Warner, chairman; E. R. Carhart, Jerome Lewine, S. B. Oliver, Walter Moore, Alfred Fitzroy, E. G. Broenniman and Otto Keusch, was appointed by the Produce Exchange to solicit funds for the flood sufferers of Ohio and Indiana. More than \$3,500 was collected.

Albany, N. Y.—Two of the Levy stock exchange reform bills recommended by Governor Sulzer have passed the Senate and gone to the governor for signature. One of the bills is designed to prevent "wash sales" by making it a felony to inflate or depress the price of stocks by means of fictitious purchases. The other bill would make more stringent the present law against bucket shops.

Buffalo, N. Y.—The public service commission recently heard the complaint of the Churchill Seed & Grain Co. in reference to rates on grain shipments, the company alleging that it was obliged to pay 7½¢ per 100 lbs. to ship a carload from Olean to this city via the Penna. Lines, while the charge to ship it the other way was only 5¢ per 100 lbs. The carrier withdrew its answer and agreed to make the rate on grain shipments the same to and from Olean.

## NORTH DAKOTA.

Sheldon, N. D.—A. Brown is now with the Farmers Elvtr. Co.

Sharon, N. D.—Martin Johnson of Hartland, has bot the elvtr. of the Sharon Elvtr. & Mlg. Co.

Fairdale, N. D.—The Farmers Elvtr. Co. will equip its elvtr. with two Hall Automatic Shaft Ratchets.

Chaffee, N. D.—The Farmers Elvtr. Co. will put a new foundation under its elvtr. and make general repairs.

Hoving, Milnor p. o., N. D.—The recently organized Farmers Elvtr. Co. will build an elvtr. at an early date.

Great Bend, N. D.—The elvtr. of the Farmers Elvtr. Co. will be raised and concrete stringers put under it.

Dundas, N. D.—The Ely-Salyards Co. is reported to be considering a lease on the elvtr. of the Farmers Elvtr. Co.

Edinburg, N. D.—The Farmers Elvtr. Co. will not build its new elvtr. until some idea of the crop prospects can be formed.

Fargo, N. D.—The annual banquet of the heads of the depts. of the St. Anthony & Dakota Elvtr. Co. was held recently at the Annex Hotel.

Norton, N. D.—Norton Grain & Merc. Co. incorporated; capital stock, \$50,000; incorporators, A. B. Bylin Lars Erickson and C. L. Johnson.

Melville, N. D.—The Occident Elvtr. at Glen Ullin has been closed and I have been transferred to the elvtr. here.—F. W. Helder, agt. Occident Elvtr. Co.

Moselle sta., Wyndemere p. o., N. D.—The Atlantic Elvtr. Co. has fixed up its old elvtr. at this station.—E. W. Wickstrom, agt. Osborne-McMillan Elvtr. Co.

Fonda, N. D.—The farmers are talking of building an elvtr. here this season, but nothing definite has been done.—Frank Fitzharris, mgr. Minnekota Elvtr. Co.

Milnor, N. D.—The Farmers' Grain & Trading Co., incorporated; capital stock, \$10,000; incorporators, D. A. Cross, A. A. Stockstad and H. C. Christopherson. An elvtr. will be built at once.

Divide, N. D.—The elvtr. of the Occident Elvtr. Co. is being wrecked and business will be discontinued at this point. The elvtr. will be moved to Stutsman County on the Midland Continental.

Voltaire, N. D.—The elvtr. of the Farmers Elvtr. Co. is closed, Fred Schmidt, mgr., having resigned. I am sorry to see my neighbor leave as he is a fine fellow.—Earl A. Thorpe, agt. Osborne-McMillan Elvtr. Co.

Edgeley, N. D.—The reports that have been circulated to the effect that the Dakota Grain Co. was in financial difficulties are untrue. W. H. Stutsman of the state railroad commission has examined the books of the company and reports its affairs in excellent condition.

Bismarck, N. D.—Governor Hanna has signed H. B. 442, introduced by Representative Harty, providing funds for erection, purchase, lease or establishment of a terminal elvtr. system in state of Wisconsin or in state of Minnesota, or in both states, and for the maintenance and operating of same, and for establishment of additional duties of the Board of Control of State Institutions in relation thereto.

Bismarck, N. D.—The governor on Mar. 12 signed the bill introduced by Senator Martin Thoreson of Fingal, providing that all warehousemen clean grain tested by them for grade. Public warehouses are defined by section 2244 as all buildings doing a shipping business and handling grain for profit, thus including practically every grain dealer in the state. The new law provides that "All public warehouses within this state, as defined by section 2244 of the Revised Code of North Dakota for 1905, shall, before testing for grade any grain handled by them, take a fair sample and remove therefrom and make due allowance for any dockage of such grain made by reason of the presence of straw,

weed seeds, dirt or any other foreign matter. And, no public warehouse within this state, as defined in section 2244 of the Revised Codes of 1905, shall grade any grain offered to it for sale in this state, until due allowance has been made for such dockage and such dockage has been deducted or removed from such grain; and, when such dockage has been removed, deducted or allowance made for the same by such public warehouse, such warehouse shall proceed to test such grain for grade and shall grade the same as if such dockage had been removed, deducted or allowance made therefor as provided herein. Any person, ass'n, co-partnership or corporation or the agent of any person, ass'n, copartnership, or corporation owning, operating or conducting the business of a public warehouse in this state, who shall violate any of the provisions of this act shall be guilty of a misdemeanor and shall be punished by a fine of not less than \$10 nor more than \$100 or by imprisonment in the county jail not less than 10 nor more than 30 days or both such fine and imprisonment."

## OHIO.

Hoytville, O.—The Hoytville Grain Co., incorporated; capital stock, \$12,000.

Troy, O.—The mill and elvtr. of Allen & Wheeler were damaged to the extent of \$3,000 in the recent big flood.

Mansfield, O.—The elvtr. of the Goemann Grain Co. was closed for several days during the recent high water stage.

Ankenytown, O.—Two cousins have purchased the business of Harvey Syler and will continue it under the name of Syler Bros.—Syler Bros.

Upper Sandusky, O.—David Nitrauer recently bot the Kerr Flouring Mills for \$6,950 from Wm. F. Veith, receiver for the defunct mill company.

Minster, O.—It is reported that a new mill will be built as soon as the weather permits to replace the plant burned last year.—Theo. B. Steinemann.

Jewell, O.—The roof of the elvtr. of the Jewell Grain Co. was recently partly blown off and the smoke-stack was blown down by a high wind.—J. C. C.

Shawtown, O.—The recently incorporated Shawtown Grain Co. will build an elvtr., the Nickel Plate Ry. Co. having agreed to put in a siding as soon as the house is finished.

Lima, O.—The Allen County Local of the Tri-State Grain Producers Ass'n was host to 75 grain men, Mar. 22, in this city. T. P. Riddle was the principal speaker, with Pres. S. B. Douglas presiding.

Toledo, O.—Friends in the trade recently presented Elmer J. Funk of the Toledo Grain & Mlg. Co. with a handsome traveling bag. Mr. Funk will probably go into business at a western point.

Toledo, O.—A fund of over \$1,000 was contributed by members of the Produce Exchange for the flood sufferers of the less fortunate cities of the state. Fred I. King and D. Noyes fathered the relief movement.

West Unity, O.—We have bot the elvtr. of the Elmira Elvtr. Co. at this station and not the one at Elmira as previously reported. We will put in dump for small grain and will handle coal in addition to grain.—M. Jager, Jager & Rupp.

The local miller or elvtr. operator should determine what is required in the way of a working margin to provide a reasonable earning upon his invested capital and expended labor. After determining this, whether it be 2c, 3c, 4c or 5c per bu., he should take the buying basis quotations of one of the representative official markets like Chicago, Toledo or Buffalo as his daily guide and pay his farmers those public market values less his proper working margin and the marketing expenses, such as freight, weighing charges, inspection charges, selling commission, etc.—T. P. Riddle, sec'y Tri-State Grain Producers and Dealers Ass'n.



Circleville, O.—H. M. Crites and H. Shade of C. E. Sears & Co. will build a \$75,000 mill and elvtr. at this point.

Camden, O.—The generous offer of the Baltimore Chamber of Commerce was accepted on behalf of the Ohio Grain Dealers' Ass'n and the people of the state of Ohio in general and the funds were turned over to the Treas. of the General Relief Com'te. thru which no doubt every cent reached the place where it would do its full share in alleviation of want and distress.—E. C. Eikenberry, pres. Ohio Grain Dealers' Ass'n.

#### CINCINNATI LETTER.

The annual dinner of the Hay & Grain Exchange was held at the Sinton Hotel Mar. 29.

The grain trade is now able to handle the large consignments of grain, flour and hay that had been sidetracked on the outskirts of the city, owing to the flood. Grain is now being brot into the market and the trade is again able to do a business after 10 days of idleness.—S.

Cincinnati freight traffic officials have been notified that on Apr. 16 the Interstate Commerce Commission will hear oral arguments in the matter of the investigation of alleged irregularities and discrepancies in the weighing of freight by railroads, subject to the Federal act to regulate commerce.—S.

The grain trade of the city has enthusiastically endorsed the appointment of the com'te to suggest plans for the prevention of future floods along the water front. Every time there is a flood every elvtr. in the city is put out of commission and frequently considerable damage to machinery results as well as loss in trade.—S.

Cincinnati received during March 61,406 bus. of barley, 606,184 of corn, 766,149 of oats, 32,014 of rye and 202,303 bus. of wheat. Shipments for the month included 23,275 bus. of barley, 583,754 of corn, 892,670 of oats, 30,129 of rye and 136,906 of wheat.—Wm. Culkins, supt. Chamber of Commerce.

The directors of the Chamber of Commerce have instructed Pres. Walter A. Draper to appoint a com'te to investigate the present condition of the water front and report to the directors, who will take steps to formulate plans for a movement to reconstruct the water front in an effort to make the city immune to future flood disasters.

The Union Depot at Cincinnati is now restored to the six initial lines of Cincinnati the water having receded, after fully 10 days of high water which put every railroad coming into Cincinnati out of commission. As the stage of the Ohio had dropped below 53 ft., the Big Four, Cincinnati Northern, B. & O. S. W., the Queen & Crescent and C. & O. are now able to bring the large shipments into this market.—S.

The following elvtrs. in this city are water-bound: Cincinnati Grain Co., Early & Daniel Co., Union Grain & Hay Co., Fenger Grain Co., Richter Grain Co., Gale Bros. Co., Foulds Milling Co. and Perin Bros. Many of these elvtrs. have water up to their second floors and every elvtr. is surrounded by water. For over a week the grain trade has been at a standstill. The water reached a flood stage of 69.8 ft., and the L. & N. R. R. was the only road able to do business and it has brot in little grain.

#### OKLAHOMA.

Caddo, Okla.—We are installing an 80 h. p. gas engine in our elvtr. at this station.—Katy Mill & Elvtr. Co.

Faxon, Okla.—The elvtr. of the Pond Creek Mill & Elvtr. Co. containing a small amount of grain, burned Mar. 25.

Bartlesville, Okla.—J. L. Tipton, of Kansas City, will build a feed mill, elvtr. and alfalfa mixing plant at this station.

Byron, Okla.—The Hardin Grain & Supply Co. incorporated; capital stock \$4,000; incorporators Geo. E., A. A. and O. J. Hardin and Mrs. U. E. Vance.

Broken Arrow, Okla.—We are repairing our elvtrs. at this station. Alsuma and Jackson Switch, Coweta p. o.—F. P. Hannifin, Hannifin Mill & Elvtr. Co.

Ponca City, Okla.—J. M. Shornden has let contract for a concrete elvtr. to replace the house burned Dec. 18. The new house will be thoroly up to date.

Frisco, Okla.—The Frisco Farmers Independent Gin, Mill & Elvtr. Co. incorporated; capital stock \$10,000; incorporators E. N. Massey, Jno. Hayes and J. W. Stegall.

Lahoma, Okla.—The Lahoma Grain & L. S. Co., successor to the Lahoma Grain Co., has bot the elvtr. of Hiatt & Ramsey. C. E. Ramsey is mgr. of the new company.—M.

Carmen, Okla.—We have sold our elvtr. at this station; but we are still in the grain business.—C. H. Cox, Cox-Grim Grain Co.

McAlester, Okla.—We have lately acquired the property of the McAlister Mill & Elvtr. Co. at this station and will put in a new 125-h. p. boiler. We also expect to build additional warehouse facilities 50x100 ft. and to put in three or four steel tanks. Our traffic dept. will be at this point and W. M. Smith will be in charge of the plant here, having also general management of the plant at Caddo.—Katy Mill & Elvtr. Co., Caddo.

Madill, Okla.—The burning of a 40x100 ft. warehouse, containing 5,000 bus. of oats and several thousand burlap bags, of the Marsh Mill & Elvtr. Co. at 9:30 a. m., Mar. 18, for a time threatened the destruction of the elvtr. of the company. Hard work saved the building altho considerable grain and the engine room were somewhat damaged. The loss will amount to \$5,000; but is covered by insurance. Hubert Marsh, secy. and treas., writes: We will rebuild in time for the coming oat crop.

#### OREGON.

Dalles, Ore.—Chas. Baker, mgr. of the branch line of elvtrs. of the Rock Mill & Elvtr. Co. of Hutchinson, died at his home in this city Mar. 6. Mr. Baker was 57 years old and had been with the company for 30 years.

#### PENNSYLVANIA.

Gap, Pa.—E. Enfield Walker, grain dealer, died recently at the age of 76.

Aspers, Pa.—N. Guy Snyder is now in charge of the business of the Aspers Mfg. & Produce Co.

Mt. Carmel, Pa.—The grain and feed warehouse of Schneider Bros. burned recently; loss, \$25,000.

The next annual meeting of the Pennsylvania Millers State Ass'n will be held at Atlantic City, N. J., Sept. 10, 11 and 12.

Philadelphia, Pa.—J. D. Twinning, one of the oldest members of the Commercial Exchange, died at his home in Germantown, March 25.

Dillsburg, Pa.—Cook & Co. has succeeded H. Cook & Co., H. Cook, senior member, retiring. The new firm is composed of J. E. Cook and S. S. Shefer, the remaining partners who will operate as co-partners.

#### SOUTH DAKOTA.

Colton, S. D.—The Farmers Elvtr Co. will install a 1,500-bu. automatic scale.

Huron, S. D.—I am contemplating the rearrangement of the machinery in my elvtr.—F. B. Reese.

Redfield, S. D.—The Redfield Flour Mill is planning to build an 80,000-bu. elvtr.—Engel & Schuermeyer.

Bridgewater, S. D.—The Farmers Elvtr. Co. has installed a 3-h. p. motor in its elvtr.—Aug. Hillmer, agt.

Sioux Falls, S. D.—The Tri-State Grain Co. filed a voluntary petition in bankruptcy March 24, the crash being alleged to over-speculation.

Junius, S. D.—W. I. Thompson & Co. of Madison have bot the elvtr. of D. McKinnon, taking possession Apr. 1. I am still in charge.—Albert Paulson, mgr.

Mitchell, S. D.—T. J. Morgans, president of the Truax Land & Grain Co., has issued a statement to his patrons advising them to test all their seed. He says that much wheat was only partly matured when it was cut last fall and being shocked when more or less green, stack burned. Therefore much grain that will easily grade No. 1 will not germinate, and a large amount of wheat apparently perfect will not grow.—B.

Java, S. D.—Java Equity Exchange, incorporated; capital stock \$25,000. We will not build or buy an elvtr. until the location of our town has been settled. The town was located on the C. M. & P. S. R. R., but when the C. M. & St. P. extended the line to the coast, it left Java a half-mile from the tracks. The R. R. Co. ran a side track to the town, but we have not come to any agreement with the Ry. people regarding the permanent location of the town so far.—A. E. Borg, sec'y.

Arlington, S. D.—We will begin work on our new elvtr. April 1, having wrecked both the Bingham and Hewitt Elvtrs. which we recently bot. The new house will have a capacity of 25,000 bus. with 16 bins of cribbed construction, and will be equipped with manlift and a 10 h. p. Otto Gas Engine. The entire building will be covered with galvanized iron and will be thoroly modern in every respect, the foundation being of concrete, also concrete floors in basement. We will have a 14-ft. driveway and all driveway bins will be spouted to load grain into farmers wagons. A conveyor on R. R. track side will unload cars. L. Buege has the contract and expects to have the work completed in 60 days.—Geo. P. Sexauer & Co.

#### SOUTHEAST.

Petersburg, Va.—F. M. D'Alton & Co. have installed a 7,500-bu. grain bin in their plant.

Acton sta., Eastover p. o., S. C.—The warehouse of H. C. Hamer containing 1,000 bus. of corn, burned Mar. 18.

Gadsden, Ala.—The Hollingsworth Grain & Feed Co. has engaged in business at this point; capital stock, \$5,000.

Waynesboro, Ga.—King & Manley suffered a loss of \$15,000, Mar. 27, when the Crocker Warehouse was partially destroyed by fire. Some insurance was carried on the stock.

Martinsburg, W. Va.—The elvtr. of the Cumberland Valley Ry. Co. and the elvtr. of T. P. Licklider burned Mar. 20. The railroad's loss amounted to \$10,000 and that of Mr. Licklider is placed at \$8,000. The latter elvtr. will probably be rebuilt at once.

Lynchburg, Va.—Clyde Jennings, sec'y-treas. of Jennings, Owen & Jennings, was the chief promoter of the plan of the merchants and business men of this city to send a carload of supplies for the relief of the flood sufferers of stricken Dayton, to Governor Cox of Ohio. In three hours' time a full carload of foodstuffs had been contributed and delivered to Jennings, Owen & Jennings, who immediately loaded a car and sent it forward by fast freight over the C. & O., whose lines were open to Cincinnati.

#### TENNESSEE.

Memphis, Tenn.—Payne E. Little has succeeded me as supt. of the Riverside Elvtr.—L. G. Anderson.

Nashville, Tenn.—When the launch "Rescue" recently sank a barge near Hickman, Ky., John A. Tyner & Co. lost 700 bags of shelled corn.

Lebanon, Tenn.—The Hawkes Mfg. Co. and the Dodson Grain Co. each suffered a loss of \$1,000 in damage to their plants in the recent heavy storms and floods.



## TEXAS.

Sherman, Tex.—The Kell-Whaley-Burrus interests have bot the controlling interest in the Sherman Mill & Grain Co. The plant will be improved.

Allen, Tex.—This town has a fine opening for a grain man. Lots of grain is hauled here and there, wud be more if there were buyers for it.—C. M. Christie.

Austin, Tex.—The state railroad commission held a public hearing April 8, on a plan to revise the present demurrage rules, especially in reference to the notice to be given consignees.

Exports of grain from Galveston during March included 843,560 bus. of wheat, 45,892 of corn and 146,079 bus. of kafir corn; compared with no exportations in March 1912. The total exports since Sept. 1, 1912, include 9,693,263 bus. of wheat, 197,223 of corn and 248,646 bus. of kafir corn; compared with 56,000 bus. of wheat, 10,000 of corn and 25,713 bus. of kafir corn exported in the corresponding months of 1911-12.—John H. Upschulte, chief inspector Board of Trade.

## WASHINGTON.

Hartline, Wash.—L. Wilner has built a 4,000-bu. grain warehouse.

Krupp, Wash.—The farmers of this vicinity will build an elvtr.

Ephrata, Wash.—The Farmers Union will probably build an elvtr.

Malden, Wash.—The Malden Grain Co. has increased its capital stock from \$2,500 to \$8,500.

Creston, Wash.—The Creston Union Grain Co. will build an elvtr. for the bulk handling of grain.

Tacoma, Wash.—The Albers Bros. Mfg. Co. has increased its capital stock from \$1,000,000 to \$2,500,000.

Spokane, Wash.—The recently organized Union Flour Mills Co. has bot the elvtrs. at Spangle, Cunningham, Odessa and Irby.

Seattle, Wash.—The Doig Co. incorporated to deal in grain, feed, hay, etc.; capital stock \$10,000; incorporators J. W. and E. H. Doig.

Davenport, Wash.—We are preparing to build an up-to-date elvtr. of 75,000 bus. capacity.—Almer McCurtain, mgr. Davenport Union Warehouse Co.

Lind, Wash.—The Leitch Warehouse & Elvtr. Co. of Tacoma has taken over the warehouses of the Farmers Warehouse Co. at this station and at Ralston.

## WISCONSIN.

New Auburn, Wis.—N. M. Evanson, of Beaver Creek, has bot the elvtr. formerly operated by A. N. Abrahamson.

Cedarburg, Wis.—The Cedarburg Elvtr. Co. has purchased the coal and wood business of Wm. P. Jochem and will handle it in connection with their grain business.

Superior, Wis.—The Great Nor. Ry. Co. will build a 5,000,000-bu. elvtr. on the site of its present freight sheds, which will be torn down. The house will cost \$2,000,000.

Madison, Wis.—A bill creating a state market com'n has been recommended for passage in the legislature by Governor McGovern, a draft of the bill accompanying the recommendation.

### MILWAUKEE LETTER.

The April rate of interest has been placed at 6 per cent by the finance com'te of the Chamber of Commerce.

The elvtr. of the C. E. Dingwall Co., containing 20,000 bus. of barley, corn and oats, burned Mar. 21; loss \$35,000; insured. The fire is said to have started in a grain chute, between the second and third floors.

C. C. Ladd and R. A. Ritchie have been admitted to membership in the Chamber of Commerce. The memberships of F. Stam-mueller, Ed. L. Glaser and Willis Counselman have been posted for transfer.—H. A. Plumb, sec'y.

The Chamber of Commerce appointed the following members as a com'te to take

care of collections and contributions for the flood sufferers of Ohio and Indiana: Sec'y H. A. Plumb, S. G. Courteen, J. A. Mander, E. J. Furlong and S. W. Tallmadge. A fund of more than \$5,000 has been collected.

The Berger-Crittenden Milling Co. has decided not to rebuild its plant which burned recently and to discontinue business. The Berger-Crittenden Co. will also retire from business, but will be succeeded by Buerger Commission Co. J. F. B. Buerger, Chas. Coughlin, A. J. M. Riebs and J. M. Riebs, Jr., are the directors in the new company. This change will not take place until May 1.—J. M. Riebs, Jr.

The annual election of the Chamber of Commerce was held Apr. 7, and the following officers were chosen: Pres., P. P. Donahue; first vice-pres., A. K. Taylor; second vice-pres., J. A. Mander; sec'y-treas., H. A. Plumb; directors, T. M. Corcoran, H. H. Peterson, F. J. Phelan; board of arbitration, F. J. Coughlin, M. H. Potter, W. E. Schroeder, E. H. Hiemke, I. C. Lyman; board of appeals, S. G. Courteen, J. J. Crandall, C. R. Lull, E. J. Furlong, W. A. Hottensen, J. V. Lauer.

Receipts of grain at Milwaukee during March included 602,600 bus. of wheat, 947,540 of corn, 925,200 of oats, 1,479,400 of barley and 233,200 bus. of rye; compared with 508,100 bus. of wheat, 574,680 of corn, 903,600 of oats, 708,500 of barley and 203,500 bus. of rye received during March, 1912. Shipments for the month included 361,223 bus. of wheat, 797,525 of corn, 889,364 of oats, 619,423 of barley and 338,261 bus. of rye; compared with 103,500 bus. of wheat, 821,290 of corn, 810,392 of oats, 252,855 of barley and 165,353 bus. of rye shipped during March, 1912.—H. A. Plumb, sec'y Chamber of Commerce.

## WILL STOP STEALING Grain from Cars in Illinois.

So much difficulty has been experienced in checking the stealing of grain from cars in Illinois that Bill 277 has been introduced in the lower house of the Assembly to stop the sweeping of cars by unauthorized persons and also to stop the selling of sweepings. Every dealer ever owning grain in cars in Illinois owes it to his business to write to Mr. Gorman, who introduced the bill, and commend this proposed punishment of the thieves. Illinois dealers will, of course, write their representatives in the Assembly to work for the bill, which provides as follows:

### A BILL

For an Act to prevent the sweeping of railroad cars and taking or removing therefrom any grain or flax seed contained therein.

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That whoever, other than the owner or his authorized agent, or one having lawful charge of a railroad car for the purpose of loading or unloading the same, shall take or remove from any such railroad car any grain or flax seed commonly called "sweepings" or shall sweep or gather together or attempt to sweep or gather together any grain or flax seed in any such railroad car with intent to remove any such grain or flax seed from any such railroad car, shall be guilty of a misdemeanor, and upon conviction shall be fined not less than ten dollars and not more than two hundred dollars.

Sec. 2. Every person who shall buy, sell, receive or have in his possession any grain or flax seed commonly called "sweepings" and that has been taken or removed from any railroad car by any person other than the owner or his authorized agent or one having lawful charge of a railroad car for the purpose of loading or unloading the same as provided in Section 1 of this Act, shall be deemed guilty of a misdemeanor, and upon conviction shall be fined in any sum not less than ten dollars and not more than two hundred dollars.

Sec. 3. The word "sweepings" as herein used shall mean any grain or flax seed that may remain or be left in any railroad car after such railroad car has been unloaded in the usual manner.

Sec. 4. Any person convicted of violating any of the sections of this Act, and refus-

ing or failing to pay any fine imposed upon him by any Police Magistrate, Justice of the Peace or other court shall thereupon be imprisoned at hard labor in any jail, calaboose, or other building used for penal purpose, or in any house of correction, or on the streets or public highways until said fine and costs are worked out at the rate of one dollar per day for each day's work, or until said fine and costs shall have been otherwise paid or until said person is discharged according to law.

## Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

There seems to be no good reason for the extreme depression that has so long existed. The wheat markets of this country are devoid of any inflation, they are on an export basis, and are said to be the lowest on record, relative to prices in other countries.

Corn shows a gradual hardening tendency. Prices are 20 cents lower than a year ago, the consumption is large, and the high values of hog products, ensures profitable feeding of corn at much higher prices than now prevail.

**Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.**

### MEMBERS

New York Stock Exchange,  
New York Coffee Exchange,  
Chicago Stock Exchange,  
Chicago Board of Trade.

## GRAIN SHIPPING LEDGER

**Form 24.** An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

### Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

I find the Grain Dealers Journal gives better information than any of the others.—D. E. Childers, Taylorville, Ill.

The Grain Dealers Journal is a great help to a buyer or elevator man.—John DeVries, agt., A. A. Truax Grain Co., Davis, S. D.

I have taken the Grain Dealers Journal fifteen years. When all is said and done it is the best in the bunch.—T. H. Westmoreland, Letcher, S. Dak.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

**C. B. & Q.** in Sup. 10 to ICC 9839 quotes joint rates between Chicago, Ill., and E. J. & E. R. R. stations, effective Apr. 1.

**E. J. & E.** has canceled commodity rates on grain in connection with C. & N. W. and C. M. & St. P., effective Apr. 21.

**C. B. & Q.** in Sup. 15 to ICC 9976 quotes joint rates between stations on C. B. & Q., etc., and stations on the Ft. D. D. M. & S., effective Apr. 10.

**C. & N. W.** in Sup. 5 to ICC 7395 gives local, joint and proportional tariffs governing transit privileges on grain and seeds, effective Apr. 19.

**Mo. Pac.** in 2102B gives rates effective April 22, on grain and grain products from Colo., Kan., Mo., Neb., Okla. points to Ark., Mo., and Okla. points.

**C. I. & L.** has issued a notice suspending rates quoted in ICC tariffs 2876, 2877, 2878, 2879 and 2880 on grain from Chicago to eastern points, until July 8.

**West Shore** quotes rates effective April 15, from Buffalo, N. Y., to Boston for export, wheat and flaxseed 5.5c; corn and barley, 4.75c; rye, 5.25c; oats, 3.7c.

**T. P. & W.** in ICC 938 gives rates on corn, oats, rye and wheat from T. P. & W. stations to East St. Louis, Ill., effective state Mar. 24, interstate, April 24.

**C. & N. W.** in Sup. 3 to ICC 7317 quotes joint rates on grain between stations on C. & N. W. in Ia., Minn., N. D., S. D. and East St. Louis, Ill., effective Apr. 19.

**C. R. I. & P.** has issued joint tariffs on grain, grain products, flax and millet seed as ordered by the Interstate Commerce Commission, postponing the effective dates to July 8.

**C. & N. W.** has issued local, joint and proportional tariffs on grain and flaxseed, as ordered by the Interstate Commerce Commission, postponing the effective date until July 8.

**C. & A.** has issued local, joint and proportional tariffs on grain and grain products, as ordered by the Interstate Commerce Commission, postponing the effective date to July 8.

**C. B. & Q.** in Sup. 16 to ICC 9965 quotes local freight tariff of Illinois distance rates between stations on C. B. & Q. on and east of the Mississippi river, effective state Mar. 15, interstate April 15.

**C. & N. W.** in Sup. 1 to ICC 7423 gives joint and proportional tariffs from stations on C. & N. W. to eastern and seaboard points, with restoration of rail and water rates, effective Apr. 11.

**C. B. & Q.** in Sup. 5 to ICC 10649 gives rules and regulations on grain and grain products, seeds, etc., including general arrangements for stopping in transit to shell and clean, effective Apr. 15.

**C. & N. W.** in Sup. 5 to ICC 7391 gives joint and proportional tariffs from stations on C. & N. W. to eastern and seaboard points, with notice of restoration of rail and water rates, effective Mar. 25.

**C. B. & Q.** has issued joint tariffs on grain and grain products in accordance with the recent order of the Interstate Commerce Commission, postponing the effective dates to June 8 and July 8.

**C. B. & Q.** in Sup. 13 to ICC 10443 gives local, joint and proportional rates on grain and grain products between St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., to stations in Illinois, effective May 1.

**C. B. & Q.** in Sup. 13 to ICC 10353 gives switching charges between industries on C. B. & Q. tracks at Chicago, Hawthorne and Clyde, Ill., stations and junctions of connecting lines and from one location to another on the C. B. & Q. tracks, effective Apr. 14.

**C. B. & Q.** in Sup. 1 to ICC 10739 gives local, joint and proportional rates on grain and grain products between Chicago, Peoria, Quincy, East St. Louis, and stations on C. B. & Q. in Illinois, effective Apr. 18.

**C. B. & Q.** in Sup. 9 to ICC 10272 gives local, joint and proportional rates on grain and grain products between Chicago, Peoria, Ill., etc., and stations on C. B. & Q., and R. L. Sou. Ry. in Illinois, effective April 25.

**Ill. Cent.** in 9 C quotes rates on corn, oats, rye and wheat from Ill. Cent. stations and connections to Chicago, when forwarded therefrom by lake lines to Ont., Mich., O., Pa., and N. Y. points, effective April 26.

**L. S. & M. S.** in Sup. 15 to ICC A2733 quotes rates on grain and grain products from stations in O., Buffalo, N. Y., and other L. S. & M. S. stations and connections to C. F. A. and western points, effective April 15.

**C. B. & Q.** in ICC 10743 quotes joint rates on grain and grain screenings from C. B. & Q. stations to Memphis, Tenn., Mobile, Ala., New Orleans, Baton Rouge, Bayou Sara, La., Greenville, Natchez and Vicksburg, Miss., effective Mar. 15.

**N. Y. Cent.** quotes rates effective April 15, from Buffalo, N. Y., to Philadelphia, Pa., East Boston, Mass., New York, for export, wheat and flaxseed 5.5c, corn and barley 4.75c, rye 5.25c, oats 3.7c per bu.; from Oswego to New York, for export, same rates.

**C. & A.** in Sup. 1 to ICC A497 quotes joint rates on grain and grain products from stations in Ill. on C. & A., C. & I. M. and Macoupin County R. R., St. Louis, and Louisiana, Mo., to Milwaukee, Racine, Wis., and Waukegan, Ill., effective Apr. 17.

**M. P.** will make effective Apr. 22 a rate of 39c on wheat from Baxter, Colo., to Little Rock, Ark.; to Ft. Smith and Van Buren, Ark., and rate points, 35c on wheat and corn, 51c on flaxseed; to Texarkana, 45c on wheat, and 43c on corn, 54c on flaxseed.

**C. & N. W.** in Sup. 4 to ICC 7402 quotes local, joint and proportional rates on grain flaxseed, broom corn and products, between stations in Ill., Wis., Ia., Minn., etc., and stations in Neb., Wyo., and S. D., west of the Missouri river, effective Apr. 25.

**Soo** will make effective Apr. 21 on corn, rye, oats and barley a rate of 11c from Atchison, Kansas City, Leavenworth, Nebraska City and St. Joseph, when originating beyond, to Sioux Falls, S. D., Worthington, Pipestone, Minn., Doon and Lemars, Ia.

**Mich. Cent.** in Sup. 11 to ICC 4135 quotes local, joint and proportional rates on grain and grain products from stations on the Mich. Cent. west of the Detroit and St. Claire rivers and connections to eastern and Canadian basing points, effective March 15.

**C. M. & St. P.** will make effective Apr. 25 a rate of 22.5c on wheat between Sioux City, Ia., and Oacoma, S. D., and on corn, rye, oats and barley, between Sioux City and Oacoma, 21; Reliance, 22; Kennebec, 23; Presho, Vivian, Draper, 23; Murdock-Mackenzie and Okaton, 24c.

**Ill. Cent.** in Sup. 19 to 902 A gives rates on grain, grain products and feed effective April 20, from Cincinnati, O., Louisville, Owensboro, Paducah, Ky., Evansville, Ind., Cairo, Ill., and rate points, Memphis, Tenn., Jackson, Miss., New Orleans, La., C. N. & G. stations and other points to Ill. Cent. stations.

**C. & N. W.** has filed tariff G. F. D. 14000B, effective May 1, giving transit rates and rules governing the privilege of shipping grain, etc., to stations where elvtrs., warehouses, mills, cleaning houses, malt houses or manufactories are located and shipping therefrom certain designated commodities or products, at the difference between the rate paid to the transit station and the thru transit rate from point of origin, as shown by surrendered freight bills or credit tonnage slips to transit destination.

**Santa Fe System** in Sup. 9 to ICC 6043 quotes local, joint and proportional rates on grain, grain products, broom corn, etc., between points in Ill., Kan., Colo., Okla., N. M., and Tex., also Kansas City, St. Joseph, Joplin, Mo., and Superior, Neb., and points in N. M. and Tex., effective Apr. 30.

**C. R. I. & P.** in Sup. 12 to ICC C9337 quotes local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla. to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., effective Apr. 24.

**C. & A.** in Sup. 1 to ICC A466 quotes local, joint and proportional rates on grain and grain products between Chicago, Joliet, Peoria, Pekin, East St. Louis, Ill., and St. Louis, Mo., and stations on C. & A., C. & I. M. and Macoupin County R. R. in Ill., St. Louis, Mo., Toledo, O., Detroit, Mich., effective Mar. 15.

**L. E. & W.** made following rates effective state March 17, interstate April 18, from Arrowsmith, Bloomington and Brookaw, Ill., to Chicago, wheat 8.7c, other grains 7.9c; from Carlock, Ill., wheat 9.1c; other grains 8.3c; elvtr. dust, oat clippings, oat hulls and grain screenings, 8c from Noblesville, Ind., to Owensboro, Ky.

**C. B. & Q.** in Sup. 1 to ICC 10744 quotes local, joint and proportional rates on grain and grain products from stations on C. B. & Q. and C. A. & De K. R. R. in Ill., also Mississippi river points, Dubuque, Ia., to Louisiana, Mo., inclusive to Brookport, Cairo, Metropolis, Mounds, Ill., Evansville, Ind., Cincinnati, O., Louisville and Paducah, Ky., effective Mar. 15.

**U. P.** quotes following rates effective state Mar. 15, interstate April 15, between Julesburg, Colo., and following points: Kansas City, Leavenworth, Atchison, Kan., St. Joseph, Mo., wheat 21.65c, corn 18.2c, flaxseed and millet seed 28c; Omaha, Neb., wheat 16.15c, corn 12.75c, flaxseed and millet seed 21c; Denver, Colo., wheat 22c, corn 17c; Cheyenne, Wyo., wheat 21.5c, corn 16.75c.

**Erie** quotes following rates effective April 15, ex-lake at and east of Buffalo to Boston, for export only, barley and corn 4.75c, flaxseed and wheat 5.5c, oats 3.7c, rye 5.25c; to Long Dock, Jersey City, N. J., for export only, same rates; to Port Richmond, Philadelphia, for export only, barley 4.55c, corn 4.45c, flaxseed and wheat 5.2c, oats 3.5c, rye 4.95c; to Baltimore for export, same rates.

**C. B. & Q.** in ICC 10761 quotes joint and proportional rates on corn oil cake, linseed oil cake, brewers' and distillers' dried grains, grain products, flax screenings and shives from stations on the C. B. & Q. on and east of the Mississippi river, also stations on Peoria Railway Terminal Co. and P. & P. U. to Atlantic seaboard and interior points, also Buffalo, N. Y. and Erie, Pa., effective April 24.

**A. T. & S. F.** in Sup. 45 to ICC 4067 quotes special tariffs applying on grain, whole, cracked, ground, chopped or rolled, (not including cereal breakfast foods, etc.), cow peas, flaxseed, kafir corn, milo maize, oat hulls, oil cake, shorts, vetch seeds, bean screenings, brewers' refuse, grain, etc., between points on the A. T. & S. F. Ry. coast lines and also Richmond Belt R. R., effective May 5.

**C. M. & St. P.** quotes a rate of 10c on grain between St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Minn., and Trevino, Savoy, Maxwell, Durand, Red Cedar, Meridean, Caryville, Lufkin Siding, Porters Mills, Eau Claire, Badger Mills, Chippewa Falls, Dunnville, Downsview and Menomonie, Wis.; 6c on malt between Winona, Minn., and La Crosse, Wis. Also following rates on grain except wheat, malt, flaxseed, millet seed and oil cake, from Post Falls, Ida., to the following points: 5c to Rathdrum, Ida.; 12c to Newport and Dalkena; 15c to Usk, Cusick and Locke; 16c to Ruby; 17c to Lost Creek; 18c to Ione and 19c to Metaline Falls, Wash., effective Apr. 15.



Mich. Cent. in Sup. 1, 2 and 3 to ICC 4297 quotes local, joint and proportional rates on grain and grain products and articles taking same rates, from Calumet Park, Chicago, Chicago Heights, Ill., Gibson Yard, Hammond, Hartsdale, Ind., Joliet, Kensington, Matteson, Steele, Ill. and Mackinaw City, Mich., to points in Ill., Ind., Ky., Mich., Mo., N. Y., O., Ont., Pa., W. Va., and Wis., effective Mar. 15.

G. T. quotes rates on grain ex-lake from Collingwood, Depot Harbor, Goderich, Kingston, Meaford, Midland, Point Edward, Port Colborne, Sarnia and Tiffin, Ont., and Port Huron, Mich., to Portland, Me., applicable on traffic consigned thru to British and foreign countries, except to Newfoundland, and St. Pierre, Miquelon, effective April 18, wheat and flaxseed 5c, rye 4.75c, corn and barley 4.25c, oats, 3.45c; to Boston applicable only on traffic consigned in the same way, wheat and flaxseed 5.5c, rye 5.25c, corn and barley 4.75c, oats 3.7c.

D. L. & W. makes following rates per bushel, effective April 15, from Buffalo, N. Y., to Baltimore, Md., and Philadelphia, Pa., for export, wheat and flaxseed 5.20c, corn (shelled) 4.45c, rye 4.95c, barley 4.55c, oats 3.5c; to Boston, New York Lighterage Station, N. J., and points within New York harbor lighterage limits, for export, wheat and flaxseed 5.5c, corn (shelled) and barley 4.75c, rye 5.25c, oats 3.7c. From Buffalo, N. Y., to New York, Brooklyn and New York harbor, wheat 6.5c, corn (shelled) and barley 5.25c, rye 6c, oats 4c, flaxseed 5.5c; to Baltimore rate points, same rates except on oats 3.75c (do not apply to Baltimore proper); to Boston and rate points wheat and flaxseed 8c, corn (shelled) 7.5c, rye 7.75c, barley 6.5c, oats 4.5c.

### Elevator to Be Built in India.

Definite orders have been issued for the erection of the experimental wheat elevator at Lyallpur, India. The plans, estimates and money were ready in October, but it was found necessary to change the site, and delay has resulted. It is now expected that the construction will be completed in five months. The elevator is to consist of 16 bins, each having a capacity of 5,158 maunds (190 long tons); 10 bins, capacity of 1,092 maunds (40 long tons) each; 6 bins, capacity of 1,397 maunds (50 long tons) each, and 4 bagging-off bins, capacity of 1,673 maunds (61 tons) each. The total storage capacity will be 101,830 maunds, or 3,740 long tons, and the bagging-off accommodation 6,692 maunds, or 244 tons.

The cost is estimated at a few hundred rupees over 2 lakhs (about \$64,900), and the charges are based on the assumption that the bins will be filled and emptied three times in the exporting season, and that some 2,000 tons will be stored in the off season. The charges will be as follows per maund of 82 2-7 pounds: Initial (receiving, cleaning and storing for 10 days), 2.5 cents; storage per month, 0.5 cent.—*Official Indian Trade Journal*.

### IMPROVED OILER FOR Grain Cleaner Eccentrics.

Operating at a high speed and subjected to great wear, the eccentric is the most vital part of the mechanism of all grain cleaning machines of the type using a vibrating or shaking shoe. To get uniform screen separations the eccentric motion must be uniform, and without complete lubrication of the eccentric bearing it is impossible to get a uniform motion.

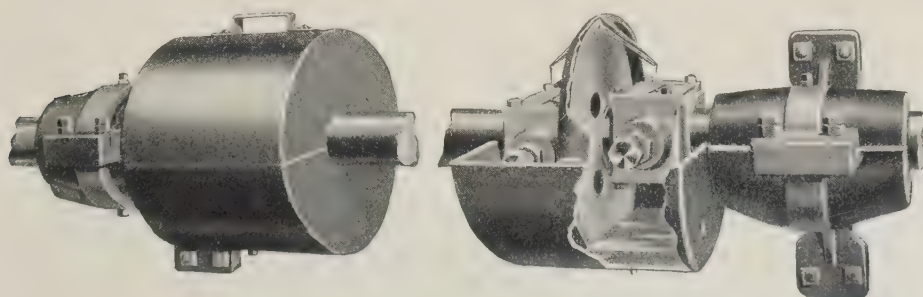
One of the best methods of lubricating the eccentric is that shown in the engravings herewith, which constantly pours a small flood of oil directly upon the bearing. A free use of oil might be expected to result in waste and a fire hazard due to spilling on the floor or into drip pans; but this automatic disc oiling device has been ingeniously designed to do away with drip pans and to save every drop of oil for use over and over again.

Each pair of eccentrics is inclosed in a heavy metal, dust proof casing, the cover being removable, as shown in the engravings, for refilling. Between the two eccentrics is a one-piece disc, which with every revolution of the shaft gathers up oil from the supply in the iron reservoir below and carries it up to the stationary spreaders. Divided by the spreaders the oil courses down each side into the eccentrics, a steady stream passing thru the eccentrics constantly. Here we have abundance of lubrication, constant and continuous—mechanically supplied in an unfailingly accurate manner; no attention being required except to remove the plug, drain the reservoir and refill with oil once in 60 or 70 days. The only moving part is the disc. It is not subject to wear and requires no adjusting, being a marvel of simplicity.

The automatic, disc oiling Monitor Eccentric is in use on over 1,000 grain cleaning machines, and is favored by fire underwriters as a safeguard against oil, dirty floors and the consequent fire hazard. The oil trays, condemned by fire underwriters, are not required. Another advantage is increased length of service obtained from a grain cleaning machine with this type of eccentric. The Huntley Mfg. Co. is fortunate in having the exclusive use of this device for its line of Monitor Grain Cleaners.

We find the Grain Dealers Journal very helpful in the grain business, and the information which it contains is worth several times the subscription price.—Jos. Kvasnicka, mgr., Wilson Elvtr. & Commission Ass'n, Wilson, Kan.

We have been readers of the valuable Grain Dealers Journal for a number of years and we consider the information we get from it worth tenfold what it costs the grain trade.—H. G. Wing, pres., Farmers Elvtr. & Supply Co., Dodge City, Kan.



An Improved Oiler for Grain Cleaner Eccentrics.

# HESS

## Grain Dryers

All Sizes — For All Purposes.

### Improved Brown - Duvel Moisture Testers

High steel stands with shelves; copper flasks; brass tubes; burns gas, gasoline, alcohol or electricity.

These protect the grain man against incorrect judgment in buying; against deterioration of grain in storage. They enable him to improve his grain and to tell with absolute certainty that it will make the grade he wishes.

They are his best INSURANCE against loss, and they win profits not obtainable otherwise. Hundreds of dealers equipped themselves in 1912. What are your needs for 1913?

### Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

A New Moisture Tester booklet, with latest and complete instructions for testing all kinds of grain, is just from the press. Every grain dealer should have one. Ask us for it.

## WATERPROOFING

The Antakwa Co.

135 W. Washington St., Chicago, Ill.

## Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

**Grain Dealers Journal**

OF CHICAGO



## Supply Trade

Freeport, Ill.—The Ziegler Schryer Mfg. Co., manufacturers of gasoline engines, has been succeeded by the Raleigh Schryer Co.

Tiffin, O.—The Webster Mfg. Co. advise that their factory was unharmed by the recent floods, altho the town was very seriously hurt.

North Milwaukee, Wis.—A. S. Purvis has accepted the position as general manager of the Avery Scale Co., with headquarters in this city.

St. Louis, Mo.—The 13th annual meeting of the officers and managers of the Bemis Bros. Bag Co. was for the first time held in Chicago, where they met recently.

Chicago, Ill.—The two Chicago plants of the Allis-Chalmers Co. were bid in for \$1,000,000 by the purchasing committee of the reorganized company at the judicial sale held recently.

Chicago, Ill.—The offices of the Imperial Belting Co. have recently been moved to the factory, 400 N. Lincoln St.

St. Paul, Minn.—The K. C. Car Loader Co. has been succeeded by L. E. Taylor & Co.

Advertising is not manufacturing; nor is it selling. Advertising is introduction and the nearer it approaches to interestingly bringing production and purchasing together the nearer it is to being a complete success.

Chicago, Ill.—A nice order showing that the reputation of "Salisbury" solid woven rubber belt is not limited to the U. S. is that received for 380 ft. of 22 in. 9 ply and 962 ft. of 36 in. 5 ply, for one of the Ft. William, Canada, elevators.

Hillsdale, Mich.—E. L. Dalton, a gasoline engine salesman of many years experience, and recently connected with the Stover Engine Works, has resigned his position and associated himself with the Alamo Mfg. Co. as traveling representative.

Chicago, Ill.—Geo. J. Noth, western mgr. of Sprout, Waldron & Co., Muncie, Pa., announces the opening of branch offices in Omaha, Neb., and Great Falls, Mont. The growing demand for the "Monarch" line makes necessary these extensions.

St. Louis, Mo.—T. L. Reuter, V. Pres. of the Reuter-Jones Co., recently filed an answer in the U. S. District Court, admitting that the company was bankrupt, and asking that a receiver be appointed. A receiver was asked for in a petition recently filed by a number of creditors.

Chicago, Ill.—The Invincible Grain Cleaner Co., Silver Creek, N. Y., will move its Chicago office to the 8th floor of the new Webster Bldg., opposite the Board of Trade. F. H. Morley, Jr., representing the company in this territory, extends, from the new location, a welcome to all of his friends.

Indianapolis, Ind.—"Our plant partially submerged. No damage to building or loss of life. A number of departments in both branches are already in operation, and others being rapidly put in order. Expect to be making shipments with usual promptness by the time railroads are ready to receive same. We succeeded in getting much finished products, materials,

patterns, all records, etc., out.—Nordyke & Marmon Co."

McPherson, Kas.—The Finton Const. Co. of Appleton, Wis., has entered suit against H. & E. A. Colburn in the district court here. The suit involves \$3,000. It is the outgrowth of the recent erection of new mill and elevator tanks for Colburn Bros. The latter refuses payment of the account that the Finton Co. claim due them, alleging claims to offset those of the construction company.

Chicago, Ill.—The expansion of the Burrell Eng. & Const. Co. is still going on, the latest branch office being that opened in 302 Castle Hall, Indianapolis, Ind., with C. F. Mustard in charge.

Winnipeg, Man.—The Canadian Industrial Exhibition Ass'n., under whom are held the annual tractor trials, announces a contest of grain cleaners, to take place during the exposition, opening July 6th. The object of the contest will be to aid the farmer in selecting machines for cleaning and grading seed. Rules and conditions governing the event will be issued in the near future. It is said that this will be the first event of its kind in the world.

Advertising creates the asset of good will for any business, whether it be a huge corporation, or the individual manufacturing plant. Good advertising might be summarized as telling people what you have for them and what you do for them. The more you convince them that you are doing something for them—giving them service—in connection with selling them your wares, the more firmly you intrench yourself in their good will. Good will is friendship. Advertising properly organized and executed creates a business friendship that not only lasts, but works for the advertiser in turn.—*The Mahin Messenger*.

Sidney, O.—B. D. Heck of the Philip Smith Mfg. Co. writes: "Sidney was visited with one of the worst floods in the history of this country, but the damage here was less than some of the surrounding towns. No lives were lost in Sidney. Our factory was not damaged or delayed or under any water, only shut down because of excitement. We are in position to take care of our trade the same as usual. The situation in Piqua, Troy and Dayton was exceedingly bad. The writer was in Dayton Monday evening during the heavy rain, and was very lucky to get out of the city and reach Troy that night, which was as far as could be gotten. We were held there until the water receded, as there were no trains or possible way of getting out, except by walking, which we were compelled to do, a distance of 20 miles to Sidney."

The annual report of the Western Electric Company for 1912 is entitled to more than casual notice. The cold facts presented are:—A five and a half million dollar increase in sales over 1911; increase in the number of orders and average value; additions to mfg. plants both here and abroad; the opening of new distributing houses; and an increase in number of employees. The sales amounting to \$71,729,329.00 were not made to the American Telephone & Telegraph Co. and associate companies alone, although some people still entertain the idea that sales to these companies is the extent of Western Electric activities. The fallacy of this opinion is apparent from a statement in the report that the company has 24,000 customers other than telephone companies. This signifies wide activities in fields other than the telephone industry. The West-

ern Electric Company "furnishes equipment for every electrical need," sells to railroads, electric power central stations, street railways, electrical contractors and dealers, manufacturers, and to a limited extent, to individual consumers. The line of equipment handled embraces everything electrical, from the largest generating plant to the simplest of electric household devices. As a whole, the report breathes a spirit of optimism and prosperity and reflects the generally satisfactory condition of the telephone and allied electrical industries.

## DEATH OF S. J. THOMPSON.

S. J. Thompson passed away on March 20 at his home at Holton, Kan., after a brief illness.

Mr. Thompson was born in Washington County, Pa., Mar. 15, 1857. In 1882 he moved to northeastern Kansas, where he engaged in the grain business and in building construction. He was well and favorably known in the grain trade and



S. J. Thompson, Holton, Kan., deceased.

for several years was a director of the Kansas Grain Dealers Ass'n. In May, 1912, he sold his elevator to Bernard & Dunn.

Mr. Thompson won the friendship of his townspeople and in his long and active life was esteemed a man of honor and integrity. A portrait of Mr. Thompson is given herewith.

I receive much benefit from the Grain Dealers Journal.—W. T. Hardin, DeLand, Ill.

We cannot get along without the Grain Dealers Journal.—A. B. Harris, mgr., Adrian Elvtr. Co., Adrian, Ill.

## Books Received

**CORN ROOT-APHIS IN ILLINOIS**, by Stephen A. Forbes, State Entomologist, gives the life history of the aphid and suggests the various methods of killing the pest. 7 pages, Agri. Experiment Station, University of Illinois, Urbana.

**MINNESOTA WEEDS**, by W. L. Oswald, Ass't Botanist, and Andrew Boss, Chief of Division of Agronomy and Farm Management, gives a description of a number of common Minnesota weeds, accompanied by drawings, and also suggests methods of eradication. 82 pages, University of Minnesota, Agricultural Experiment Station Bulletin 129, St. Paul.



## ILLINOIS SENATE PASSES BILL REMOVING BAR ON OPTIONS.

Senate bill No. 126 which was introduced in the Illinois Senate by Senator A. C. Clark, Feb. 18, removing brokers from the provisions of the "three for one" recovery act, and providing that Board of Trade members may deal in insurance indemnities, has passed the Senate by a vote of 42 to 2.

This bill represents sound business sense. It amends existing statutes so as to harmonize them with the soundest judicial and economic views on the question of contracts for future delivery.

The existing law, as construed in certain (by no means in all) relevant decisions of the state courts, has had the effect of driving business to other markets. In short, this amendment will remove the injustice of the present law and put Chicago in a position of equality, in competition with the other grain markets, one of which, Minneapolis, is now receiving three times as much wheat as does Chicago.

Section 132 now permits the loser of money bet on any contingent event to recover within six months from the winner the amount lost. If the loser does not sue, any person may sue the winner for three times the amount lost, one-half of the recovery going to the County.

When the present statute came before the United States Supreme Court it held that the broker of the loser was not a winner. (White vs. Barber, 123 U. S. 424.)

Subsequently the Illinois Supreme Court held that he was. This has created an opportunity to blackmail members of the Chicago Board of Trade, and shyster lawyers have at times advertised in the Chicago papers for claims against brokers under this Act. Thus members of the Chicago Board of Trade who have profited in transactions only to the extent of a small commission frequently are sued for large amounts. Suits for as much as \$120,000.00 have been brought against brokers who have received only small amounts as commission. Thus the present statute enables dishonest persons to play the game of "Heads I win, tails you lose" against their own brokers.

No other state has such a statute.

Minnesota does not thus hamper those who as members of the Minneapolis Chamber of Commerce are trying to deprive Chicago of its supremacy as a grain market.

This amendment seeks to put upon this Section 132 a construction which the United States Supreme Court decided it ought to have.

It takes the broker of the loser out of the statute, leaving it in force against the winner and the broker of the winner.

In short, these two amendments will remove the injustice of the present law, and put Chicago in a position of equality in competition with the other grain markets. The bill follows, the amendment in bold face type:

### SENATE BILL NO. 126.

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That sections 130 and 132 of an Act entitled, "An Act to revise the law in relation to criminal jurisprudence," approved March 27, 1874, in force July 1, 1874, be amended so as to read as follows:

Section 130. Whoever contracts to have or give to himself or another the option to sell or buy, at a future time, any grain, or other commodity, stock or any railroad or other company, or gold, where it is at the time of making such contract intended by both parties thereto that the option, whenever exercised, or the contract result-

ing therefrom, shall be settled, not by the receipt or delivery of such property, but by the payment only of differences in prices thereof, or whoever forestalls the market by spreading false rumors to influence the price of commodities therein, or corners the market, or attempts to do so in relation to any of such commodities, shall be fined not less than \$10 nor more than \$1,000, or confined in the county jail not exceeding one year, or both; and all contracts made in violation of this section shall be considered gambling contracts, and shall be void.

Section 132. Any person who shall, at any time or sitting, by playing at cards, dice or any other game or games, or by betting on the side or hands of such as do game, or by wager or bet upon any race, fight, pastime, sport, lot, chance, casualty, election or unknown or contingent event whatever, lose to any person, so playing or betting, any sum of money, or other valuable thing, amounting in the whole to the sum of \$10, and shall pay or deliver the same or any part thereof, the person so losing and paying or delivering the same, shall be at liberty to sue for and recover the money, goods or other valuable thing, so lost and paid or delivered, or any part thereof, or the full value of the same, by action of debt, replevin, assumpsit, or trover, or proceeding in chancery, from the winner thereof, with costs, in any court of competent jurisdiction. In any such action at law it shall be sufficient for the plaintiff to declare generally as in actions of debt or assumpsit for money had and received by the defendant to the plaintiff's use, or as in actions of replevin or trover upon a supposed finding and the detaining or converting the property of the plaintiff to the use of the defendant, whereby an action hath accrued to the plaintiff according to the form of this Act, without setting forth the special matter. In case the person who shall lose such money or other thing, as aforesaid, shall not, within six months really and bona fide, and without covin or collusion, sue, and with effect prosecute, for such money or other thing, by him lost and paid or delivered, as aforesaid, it shall be lawful for any person to sue for, and recover treble the value of the money, goods, chattels and other things, with costs of suit, by special action on the case, against such winner aforesaid; one-half to use of the county, and the other to the person suing. No person who accepts from another person for transmission, and transmits, either in his own name, or in the name of such other person, any order for any transaction to be made upon, or who executes any order given to him by another person on any regular board of trade or commercial or stock exchange, shall, under any circumstances, be deemed a "winner" of any moneys lost by such other person in or thru any such transactions.

## NEW FUEL FOR GASOLINE Engines.

A new fuel for internal combustion engines has been invented by two South African chemists which is claimed to be superior to gasoline. The new fuel, called "parol," is made from paraffine by chemical process without the use of heat. By this process the strong odor of paraffin is eliminated and the property which creates carbon in the cylinders and forms soot on the sparking plug is removed.

Parol can be produced, it is estimated, at a cost of 25% under that of gasoline. In addition to the lower cost, it has been shown by tests that parol has a higher efficiency, gallon for gallon, than gasoline. The equipment necessary to produce this new oil is comparatively simple, and the inventors are confident that it will rapidly displace gasoline for power purposes.

The Grain Dealers Journal is the best friend I have in the grain business.—Sam Koppang, mgr., Farmers Elvtr. Co., Brocket, N. D.

I get a great deal of good out of the Grain Dealers Journal.—Chas. F. Owen, propr., Lee's Summit Elvtr. & Grain Co., Lee's Summit, Mo.

The Grain Dealers Journal gives the desired information generally up to date and just what a dealer would like.—H. E. Ensley, Springfield, Ill.

## Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.  
67 Larned St. Detroit, Mich.

R

 + FUMA = 

Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

**FUMA**

The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

10c. per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

**EDWARD R. TAYLOR**

Manufacturing Chemist PENN YAN, N. Y.



Is this your grain?

*It May Be*

But these losses can be prevented with

**Kennedy Car Liners**

Made by

**FRED W. KENNEDY**

Shelbyville, Ind.

## Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

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**GRAIN DEALERS COMPANY**

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## Supreme Court Decisions

**Buyer's Recourse for Damage in Transit.**—A buyer, who has paid the seller's draft for goods injured in transit by the fault of the carrier, must look to the carrier for damages.—*Hawkins v. Alfalfa Products Co.* Court of Appeals of Kentucky. 153 S. W. 201.

**Liability of Members of Co-operative Society.**—The members of a voluntary ass'n are jointly and severally liable for the debts incurred during their membership for ass'n purposes.—*Crawley v. American Society of Equity.* Supreme Court of Wisconsin. 139 N. W. 734.

**Acceptance of B/L.**—The settled rule in the United States is that an acceptance by a shipper or his agent of a receipt or B/L containing a limitation of the carrier's liability is binding on him when the limitation is not illegal or unreasonable.—*The Atlantic Coast Line R. Co. v. Hinely-Stephens Co.* Supreme Court of Florida. 60 South. 749.

**Limitation of Carrier's Liability.**—A carrier could, at common law, by a fair, open, just and reasonable agreement, limit the amount recoverable by a shipper in case of loss or damage, to an agreed value, made for the purpose of obtaining the lower of two or more rates, proportioned to the amount of the risk.—*Adams Express Co. v. E. H. Croninger.* Supreme Court of the United States. 33 Sup. Ct. Rep. 148.

**Carrier's Liability on Intrastate Shipment.**—A decision of the United States Supreme Court that a stipulation in an interstate B/L, limiting liability to a specified amount in the absence of shipper's statement of greater value and payment of charges thereon, is valid, is not binding on state courts in a case involving an intrastate shipment.—*Cooper v. Norfolk Southern Ry. Co.* Supreme Court of North Carolina. 77 S. E. 339.

**Lien for Storage.**—Where defendant's hay without any fault on his part was placed by a third person in plaintiff's barn, and cared for by plaintiff, and defendant did not remove or offer to remove it, though he knew the facts, and was notified that, if he did not remove it, he would be charged storage, plaintiff, though having no lien, was entitled to storage charges.—*Christopher v. Jerdee.* Supreme Court of Wisconsin. 139 N. W. 1132.

**Broker's Relation to Client.**—Where defendant employed plaintiffs to purchase and sell grain for him on commission at various exchanges, plaintiffs having no interest in the purchases and sales other than as defendant's brokers, their relation was not affected by the fact that in executing defendant's orders plaintiffs assumed the position of principals toward those with whom they dealt.—*Wilhite v. Houston.* U. S. Circuit Court of Appeals. 200 Fed. 390.

**State Demurrage Law Not Applicable to Interstate Shipments.**—The subject of the delivery of an interstate shipment by the carrier to the consignee is so embraced by the provisions of the act of June 29, 1906 (34 Stat. at L. 584, chap. 3591, U. S. Comp. Stat. Supp. 1911, p. 1288), amendatory of the act of February 4, 1887 (24 Stat. at L. 379, chap. 104, U. S. Comp. Stat. 1901, p. 3154), § 1, as to invalidate, when applied to interstate shipments, the provisions of Ark. demurrage law of April 19, 1907, § 3, exacting a per diem penalty from a carrier failing to notify the consignee promptly of the arrival of the shipment at destination, the intent of which section, under the construction of the state court, being to subject the carrier to the penalties therein prescribed because of failure to make prompt delivery.—*St. Louis, I. M. & Southern Ry. Co. v. E. H. Edwards.* Supreme Court of the United States. 33 Sup. Ct. Rep. 262.

**Recovery Against Telegraf Co.—Dealing in Differences.**—The addressee of a telegram who was trading on a margin and dealing in differences could not recover for delay in the delivery of a telegram from his brokers with reference to the condition of the market, by reason of which he did not buy until the next day, since such dealing is against public policy, and any loss therein cannot be made the measure of damages.—*Schnitzer v. Western Union Tel. Co.* Supreme Court of New Jersey. 85 Atlantic 1021.

**Carrier's Liability.**—State laws declaring contracts invalid which require the bringing of an action against a carrier for loss of or damage to a shipment in less than the statutory period were superseded, so far as interstate shipments are concerned, by the Carmack amendment of June 29, 1906, to the act of February 4, 1887, § 20, which furnishes the exclusive rule on the subject of the liability of the carrier under contracts for interstate shipment.—*M., K. & T. Ry. Co. v. Harriman Bros.* Supreme Court of the United States. 33 Sup. Ct. Rep. 397.

**Limiting Liability to Agreed Value.**—A limitation of liability in case of loss or damage to a valuation agreed upon for the purpose of determining which of two alternative rates shall apply to a particular shipment is not forbidden by the provision in the Carmack amendment of June 29, 1906, to the act of February 4, 1887, § 20, that no contract, receipt, rule, or regulation shall exempt an interstate carrier from the "liability thereby imposed."—*Kan. Cy. So. Ry. Co. v. J. M. Carl.* Supreme Court of the United States. 33 Sup. Ct. Rep. 391.

**Filing Claim within Thirty Days.**—A clause in a B/L given by a carrier for goods shipped, providing that "claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property \* \* \* no carrier hereunder shall be liable in any event," relates to the loss of and injury to the goods, and does not preclude recovery for delay in transportation.—*Williamsport Hardwood Lumber Co. v. B. & O. R. R. Co.* Supreme Court of Appeals of West Virginia. 77 S. E. 333.

**Limitation of Carrier's Liability.**—Neither the common law nor section 20 of the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 386 [U. S. Comp. St. 1901, p. 3169]), as amended by Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 (U. S. Comp. St. Supp. 1907, p. 909), which makes an interstate carrier liable for loss or damage caused by it or a connecting carrier to property in shipment, and prohibits contracts exempting it from such liability, makes illegal or invalid a contract fairly entered into fixing the valuation of the property for which the carrier shall be liable in case of loss.—*Mo. Pac. Ry. Co. v. Harper Bros.* Circuit Court of Appeals. 201 Fed. 671.

**"Notify" Party Not the Owner.**—Where goods are shipped by carrier, the consignee is presumed to be the owner. A direction in the B/L to "notify" a third party does not make such party the consignee, nor does it give rise to any presumption that he is the owner. The presumption of ownership in the consignee may be rebutted by proof of a completed sale to the party to be notified before the shipment. In such case, if the price is not paid, the vendor holds a vendor's lien until payment or delivery. If he consigns the goods to himself, the effect is to simply preserve such vendor's lien.—*Ammon v. Illinois Central R. R. Co.* Supreme Court of Minnesota. 139 N. W. 819.

**State Demurrage Act Valid.**—An interstate railway carrier which has refused to furnish cars for intrastate transportation, as required by Ark. act of April 19, 1907, pp. 454, 463, §§ 1, 17, cannot test the constitutionality of such statute, as affecting interstate commerce, in a suit in equity to enjoin the bringing of actions at law to recover the penalties prescribed for violations of its provisions, where, as con-

strued by the highest state court, the provisions of the statute which affect interstate commerce are separable from the remaining provisions, and it permits any reasonable excuse for a failure to furnish cars on demand to be interposed in the actions at law.—*John E. Hampton v. St. Louis, I. M. & Southern Ry. Co.* Supreme Court of the United States. 33 Sup. Ct. Rep. 263.

**Corner in Cotton.**—A conspiracy to run a corner in the available supply of a staple commodity, such as cotton, normally a subject of interstate trade and commerce, to be accomplished by purchases for future delivery, coupled with a withholding from sale for a limited time, thereby enhancing artificially its price to all buyers throughout the country, is within the terms of the anti-trust act of July 2, 1890, § 1, which makes it a criminal offense to engage in a conspiracy in restraint of interstate commerce, since by its necessary operation it will directly and materially impede and burden such commerce.—*United States v. James A. Patten.* Supreme Court of the United States. 33 Sup. Ct. Rep. 141.

**Transaction on Margin.**—A non-negotiable promissory note was given to cover margins in a board of trade transaction or speculation in the price of wheat; no actual sale or delivery being intended. The instrument was indorsed before maturity, for full value, to the appellant, who took it without notice of the consideration. At maturity the appellant was informed of the consideration, and accepted a new negotiable note for the principal; the interest being paid. In this action upon the new note it is held that the note was given in a gambling transaction prohibited by law (Gen. Stat. 1909, § 5169), and was void between the parties.—*Hutchins v. Stanley.* Supreme Court of Kansas. 130 Pac. 1180.

**Recovery of Money Lost thru Bucket-Shop.**—Defendants conducted a bucket-shop in Ohio, with branches in charge of agents in that and other states. Such agents were without power to close deals with customers, but received margins and submitted the proposed deal to defendants in Ohio for acceptance or rejection, and, if accepted, deposited the margins in a local bank account kept by defendants, from which they were later transmitted to Ohio. Held that, under Rev. St. Ohio 1908, § 4270, which provides that if any person, by playing at any game or by means of any bet or wager, loses to any other person any sum of money or other thing of value, and pays the loss to the winner, he may recover the same back, a customer in Kentucky, who made deals through an agent in Indiana whereby he lost money, which he paid, could maintain an action in Ohio to recover the same back from defendants.—*Farless v. Morehead.* U. S. Circuit Court of Appeals. 201 Fed. 310.

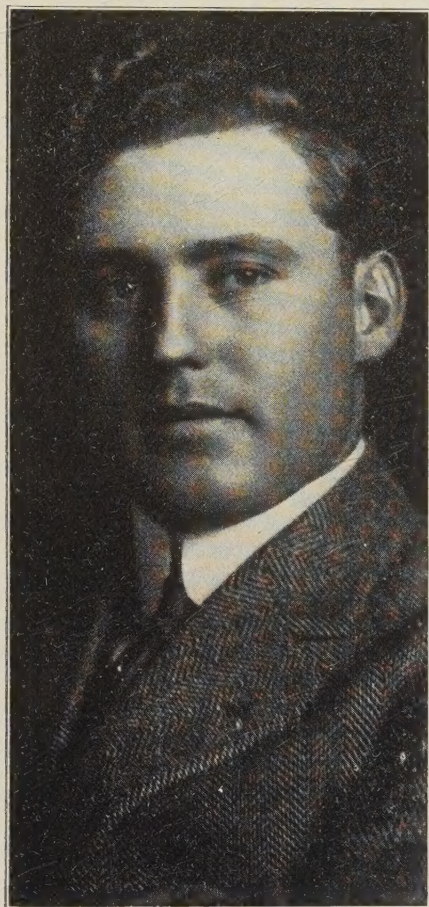
BERT BOYD could not permit April Fool's day to pass by without passing out some tainted money to his beloved friends in the trade, who are always on the lookout for a joke from Bert. This time his autograph letter will be quickly destroyed by all married men.

THE BILLS now being considered by the New York Legislature for the purpose of regulating stock exchanges are being strongly protested by New York brokers. The bill which would require brokers to deliver to their customers a memorandum of sales, setting forth the exact minute and hour at which the transaction took place, is called an absurdity by the stock exchange men, who say that the law already requires a broker to give this information to a customer upon demand. The bucket shop bill is also opposed as an improperly drawn measure. As a substitute the New York Stock Exchange proposes a bill making it a felony for a broker to accept an order for the purchase or sale of securities and, without actually executing the order, to represent to his customer that he has done so.



## E. D. BARGERY IN NEW Position.

Mr. Ed. D. Bargery, who for six years represented the Avery Scale Co. in Illinois and Missouri, has a host of friends in that territory who will be pleased to know that he has accepted a position with the Elmore-Schultz Grain Co. as its traveling representative. He will make St. Louis his headquarters, as for some time past. His friends will be pleased to know that he is enjoying his new work and meeting with a full measure of success.



E. D. Bargery, St. Louis, Mo.

## Cuban Grain Imports.

Cuban grain imports during March, as reported by Emile Lecours, of Havana, included 52,029 bags of corn of four bushels each. Among the principal shippers were Powell & O'Rourke, of St. Louis, who shipped 3,500 bags; Langenberg Bros. & Co., St. Louis, 2,000 bags; C. B. Fox, of New Orleans, 4,000 bags; and A. F. Leonhardt & Co., New Orleans, 5,000 bags.

Receipts of oats, during the same period, amounted to 16,982 bags of 5 bu. each. Of the total, 3,500 bags were shipped by J. T. Gibbons, from New Orleans; 2,750 bags each by the Raymond P. Lipe Co., of Toledo, and H. L. Halliday, of Cairo; 2,500 bags by E. A. Bunge & J. Born, and 1,000 bags by the Magee Grain Co., of Cairo. Other shipments were made from Buenos Aires, Key West, New York, Mobile and New Orleans.

Corn meal, in 200-pound bags was received from Mobile and New York, the total aggregating 865 bags.

I wud not want to remain in the grain business unless I had the Grain Dealers Journal—Jesse L. Peters, Collett, Ind.

We cud not very well get along without the Grain Dealers Journal.—Chas. Cooper, mgr., Farmers Union Grain & Coal Co., Pratt, Kan.

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Luverne, Minn.

Write for our statement. E. H. Moreland, Secretary

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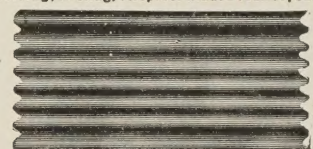
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liability imposed upon you by the Illinois Workmen's Compensation Law. Write for rates and information.

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INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

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WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS.

## — One Million Dollars Loss —

to the Mill and Elevator owners during 1912, say nothing of loss of business and noninsured property. About 20% of this loss is chargeable to hot boxes. Fire from hot box is inexcusable and is the direct result of carelessness or incompetency and is entirely preventable.

The Flour Mill Mutual Companies, their field men and the Mutual Fire Prevention Bureau are working faithfully to decrease your insurance cost and the immense property waste of the country. Your co-operation with them is desired. The returns to you are a direct compensation in reduced insurance cost. Mutual insurance costs in 1913 are 10% less than in 1912. It is possible for you, by giving your own property careful attention, to increase dividends and the following companies are willing and anxious to assist you. Write them.

Millers National Insurance Co., 1321 Insurance Exchange Bldg., Chicago, Ill. Western Millers Mutual Fire Insurance Co., Midland Bldg., Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.

Pennsylvania Millers Mutual Fire Insurance Co., Wilkes-Barre, Pa.

Millers Mutual Fire Insurance Association, Alton, Ill.

Mill Owners Mutual Fire Insurance Co., Securities Bldg., Des Moines, Ia.

The Millers Mutual Fire Insurance Co., No. 1 Third Street, Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co., Fort Worth, Tex.

Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

Grain Dealers National Mutual Fire Insurance Co., Indianapolis, Ind.

**MUTUAL FIRE PREVENTION BUREAU, Oxford, Mich.**



"Winter Has Went"  
"Spring Has Came"

Water Barrels

have burst, hoops are broken, pails are gone, and oh! that fragrant stock yards smell as the weather warms up.

But You Must Have  
**Fire Protection**

What's the answer?

**PROTECTION TANKS**

with them you are through with trouble. They never freeze or smell bad. Last for years.

WRITE FOR PARTICULARS.

**CENTRAL FIRE APPLIANCE CO**  
PEORIA, ILL.



## CROP IMPROVEMENTS.

Farmers of Henderson County, Illinois, have organized a Soil Improvement Ass'n and will employ an expert.

The Minnesota Senate Com'te on Corporations is considering Senate Bill No. 931, introduced by Senator Benson, authorizing the incorporation of county farm bureaus.

The Cane County Improvement Ass'n of Illinois at a meeting held recently, engaged a soil expert, who will assist in the work of the organization during the present season.

The agri. department of Purdue University, Lafayette, Ind., co-operated with the Wabash railroad in operating a seed corn and soil improvement lecture train through central and northern Indiana during the latter part of March.

Advice as to the proper care of weak winter wheat is contained in pamphlet No. 6 by Henry G. Bell, Agronomist. The pamphlet is printed for free distribution by the Middle West Soil Improvement Com'te of the National Fertilizer Ass'n, Chicago.

A Flax Breeders Assn. is being established in North Dakota, the plan being to carry on a system of cropping on the one acre idea, thus insuring the farmers of a county a reliable source of wilt resistant seed adapted to their particular section. It is planned to give instructions for cropping, and arrangements will be made for inspecting the growers' fields to ascertain seed quality, etc.

Prizes aggregating \$100,000 have been offered by the Chicago, Burlington & Quincy railroad to the rural schools and pupils in any of the counties of the states of Illinois and Iowa traversed by that system who test the largest number of seed corn ears during the season from January 1st to May 1st, 1913. It is believed that sufficient enthusiasm will be aroused among the boys and girls of these two states in this work to afford a supply of seed corn to all farmers in the territory indicated. Moreover, it is likely that the example set by the railroad will be followed by banks and other institutions. The awards will be made in conformity with the rules of the National Boys' and Girls' Agri. Club.

The county farm adviser and county bureau of agri. are two innovations in the agricultural development of Missouri which have proved of great value. In bulletin No. 1, issued by the Missouri State Board of Agri., S. M. Jordan, pioneer in this movement, gives in detail the result of a year's work as county farm adviser for Pettis county and manager of the county board of agri. At a meeting held in Sedalia, which was addressed by Mr. Jordan, the proposition was made to him that he put in his entire time in Pettis county. After obtaining leave of absence from the state board for one year he returned to Pettis county and entered upon the work which has progressed thus far with such satisfactory results. Mr. Jordan declares he found the work of acting as adviser to the county was no lazy man's job and that there was no limit to what might be accomplished thru active co-operation with an intelligent farming community, such as he has found in Pettis county. The movement was financed by an appropriation by the county court of \$1,500, private subscriptions amounting to \$900 and \$600 given by the Sedalia city school board for weekly

lectures. One thousand dollars was later added to the fund by the Crop Improvement Committee of the American Council of Grain Exchanges. The decision was reached by the promoters of the movement that more good could be accomplished by fuller co-operation with the Dept. of Agri. of the University of Missouri and with the national government. An arrangement has now been effected whereby the state university will pay one-fourth of the county adviser's salary, one-fourth will be paid by the federal government and one-half by the county.

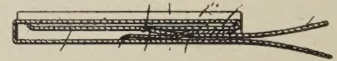
The Better Farming Assn. of North Dakota has announced a second state-wide acre yield corn contest limited to boys between the ages of ten and eighteen. Prizes will aggregate \$700, \$300 to be awarded in each of the two sections into which the state will be divided. In addition there will be a sweepstakes prize of \$100 in gold which will go to the boy who grows the best yielding acre irrespective of location in the state. No entry fee will be charged. Assistance in preparing the land will be permitted, but, after this is done, the contestant will be required to do all further work himself and keep a record of the methods employed. In awarding the prizes mature hard corn only will be considered. To Sec'y Thomas Cooper, of the Assn., each winner will submit a written history of his work, detailing how the ground was prepared, the corn cultivated and the variety grown. Contestants will be permitted to participate in other county and local contests to which they are eligible. In each division there will be awarded a first prize of \$75, second prize, \$50, third, 35, fourth, \$25, and sixth to tenth prizes \$10 each.

Wheat of good quality, such as was found abundantly in the crop of 1912, does not invariably argue good seed for a subsequent crop. This fact is demonstrated in the report made by C. A. Magnuson, president of the Northwestern Elevator Co., of Minneapolis, and member of the crop improvement committee of the Council of Grain Exchanges, to country elevator managers, agri. colleges in Minnesota, North and South Dakota, and to the agri. press, in which he calls attention to the lack of uniformity of germinating power in wheat of last year's crop. A special letter of warning was sent by Mr. Magnuson to more than a thousand interested persons urging that germinating tests be made before seeding time. In this letter it is stated that in the tests made by the Minnesota State Inspection Department the germinating power of samples of certain grain, practically alike in appearance, varied from 30 to 95%. Samples included wheat, durum and barley. Barley ran lowest in the test. "This seems," wrote Mr. Magnuson, "to apply not only to one part of the country, but to all parts, so far as the northwest is concerned." The note of warning sounded in Mr. Magnuson's letter is the first intimation that special care should be exercised this year in selecting seeds. The generally high quality of grain in the 1912 crop had inspired confidence in its value for seed purposes, and some surprise has been manifested over this unexpected development. Mr. Magnuson has expressed the hope that the matter will be thoroughly agitated that loss thru sowing poor seed may be reduced to a minimum. "It is quite possible," he said, "under existing conditions, for farmers to sow wheat that might look all right but which would lack in germinating power. The test is not difficult to make and in view of the present conditions farmers should be urged not to neglect it."

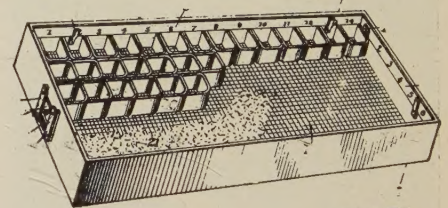
## Patents Granted

**Adjustable Grain Door.** No. 1,057,965. (see cut). H. W. F. Jaeger, Cleveland, O. At one of the lower corners of the door is a pin on which the door pivots in a vertical plane. A vertically adjustable section is formed with a plurality of apertures fitting on a reciprocating pin that locks the door against pivotal movement.

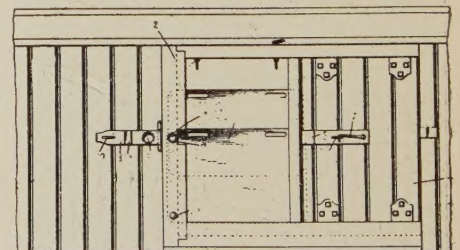
**Seed Tester.** No. 1,057,877. (see cut). John M. Peeples, Centralia, Ill. U-shaped containers are arranged on a screen in a pan, the sides of the pan being adapted to form a side of each of the containers arranged adjacent to the sides of the pan. The screen is perforated and removable. The pan is closed by a removable cover.



1,057,925.



1,057,877.



1,057,965.

**Car Seal.** No. 1,057,925. (see cut). J. W. Bower and H. W. Greeman, Seymour, Ind. The body portion of the seal has slits adjacent the ends. Intermediate of the slits on opposite sides of the body portion are spaced offsets adapted to be bent upwardly from the body portion. The body portion is adapted to be bent successively adjacent to a tongue and between the offsets, whereby the tongue and some of the offsets are brot into position between the other offsets.

THE NATIONAL ASS'N of Managers of Farmers Co-operative Companies will hold its annual convention in July at Milwaukee, Wis.

FARM RESERVE report does not cover invisible. The government should include all the invisible in estimates. Farm reserves merely cover the amount on the farms. Amount wheat and flour in country elevators and mills should be included. Then the visible could be enlarged to cover all the important centers. The invisible would cover the rest and the two together would show the total amount available. It would be an official estimate and be of great benefit to producers, consumers, millers and all kinds of grain men.—C. A. King & Co.





There's as much difference between using ordinary transmission rope and Trojan as there is between wearing a ready-made suit and one made to your measure. Trojan Transmission is planned in every detail for wear and strength. With all conditions and requirements in front of us we have taken them one by one and met them by constructional care.

Tensile strain—crushing—torsion—friction—all of these features enter into transmission rope wear—they are all taken care of in the planning and manufacture of Trojan Transmission Rope.

There is the straightaway strain on the rope from pulley to pulley—the wrench of the outer fibres farthest from the sheaves as the rope is carried around corners or curves—these things call for dependable tensile strength—Trojan strength.

There's the crush of the fibres nearest the pulley at corners and curves—the extreme fineness and pliability of the fibres of Trojan Transmission Rope takes care of this.

Then there's the twist of the rope in the running—torsion—we've taken care of that in the quality of the fibre and in the care in the making.

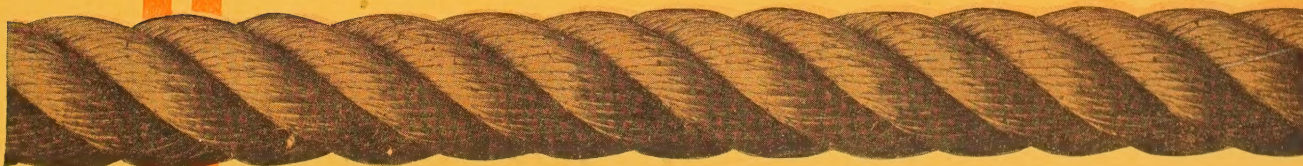
Friction—not alone the rope against the pulley but the internal friction of fibre against fibre and of the strands against each other and the core—all this is reduced to a negligible minimum by our *internal* lubrication. That's why

## TROJAN TRANSMISSION

—indoors, outdoors, in all kinds of weather and under all tests wears best—lasts longest—and gives the maximum of power efficiency every day it is in use. Made of the best selected Manilla hemp—only. Treated with our special preservative compound. Inspected for defects—tested for tensile strength—core treated with lubricant which works its way throughout the entire rope—every fibre. Requires *no* other lubrication during its whole life.

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Wisconsin grown, Medium  
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Purity and Germination test tags on all shipments

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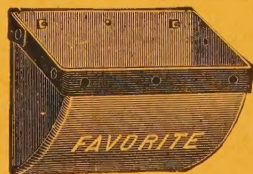
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